

# THE ILLUSTRATED LONDON NEWS

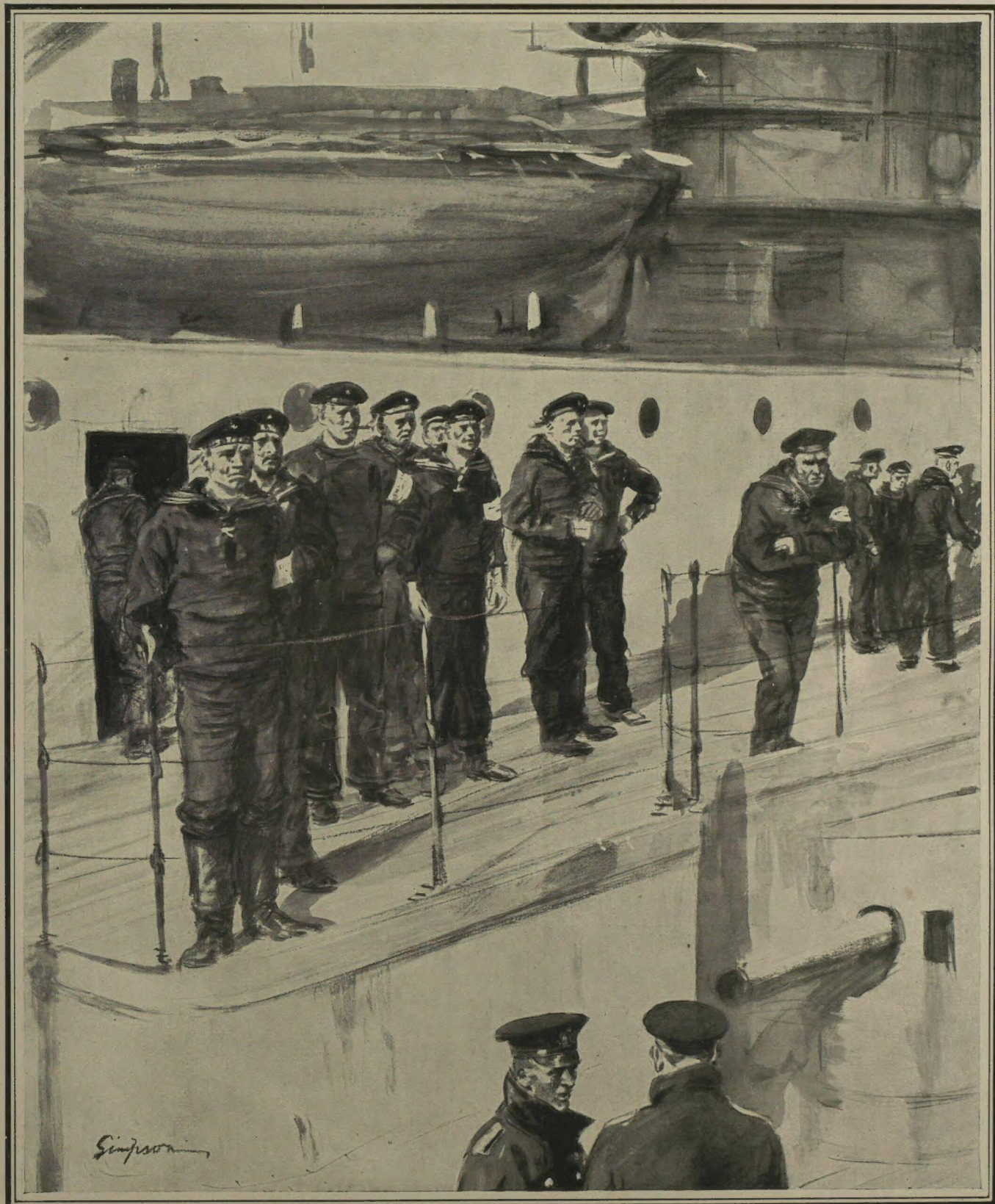
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SATURDAY, NOVEMBER 30, 1918.

TWO SHILLINGS.

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## RULERS OF THE GERMAN NAVY! ARMLETED MEMBERS OF THE WORKERS AND SOLDIERS' COUNCIL IN A SURRENDERED SHIP.

The new Socialist régime in Germany extends to the surrendered Fleet. Describing the battle-ship "Markgraf" (as typical) from accounts by British officers who inspected it, Mr. Hugh Martin says: "There appeared to be no discipline, the men lounging about

and smoking in the presence of their officers. Several members of the crew were wearing armlets. . . . These men followed the officers about, and evidently had them in subjection. The officers did not dare to give any order to which the badged sailors took exception."

DRAWN BY JOSEPH SIMPSON FROM A SKETCH BY NORMAN WILKINSON, WHO WAS PRESENT ON THE OCCASION. COPYRIGHTED IN THE UNITED STATES AND CANADA.



## THE SURRENDER OF THE GERMAN NAVY.

Nov. 21, 1918: "The Commander-in-Chief of the Grand Fleet has reported that, at 9.30 this morning, he met the first and main instalment of the German High Sea Fleet, which is surrendering for internment."

"The German flag is to be hauled down at 'sunset' to-day, and is not to be hoisted again without permission."

IT is the morning of "Der Tag," and the "be-laurelled young German Navy" has come out from its security behind the minefields and the guns of Kiel and Wilhelmshaven to seek a meeting with the armed might of Britain's sea-power. Not to gather fresh laurels to adorn its brow, however, but to pass into the abject humiliation of ignominious surrender, undefeated in open battle, and intact in all its strength. We, the ship's company of the light-cruiser *Castor*, flying the broad pennant of the Commodore commanding the destroyer flotilla which will be the first to meet the enemy, are looking forward to our first sight of the Hun with feelings that are rather mixed. Overnight we have talked it all over, and looked at things from every angle of view. What will happen in the morning? Is the Hun going to take it all lying down, so to say; or will he, in the language of the lower deck, try to "do the dirty" on us? Of course, if he should, then so much the worse for him, though it is not likely to help us a great deal.

On the whole, opinion rather inclines to the belief that there will be happenings of some sort. It is something that the British naval officer cannot visualise at all—that seventy and more German captains can be found to hand over a fleet whose possession would, at a stroke, make of its owners a first-class Naval Power, and to pass it over without at least some attempt at running amok, even if organised resistance be out of court. We know that the Hun is no respecter of his pledged word, and that his promise to hand over this mighty armada as it stands means little. Therefore, we are taking no more chances than we are compelled to take. So it comes about that just before the first grey streaks herald the dawn of the great day, our ship's company goes

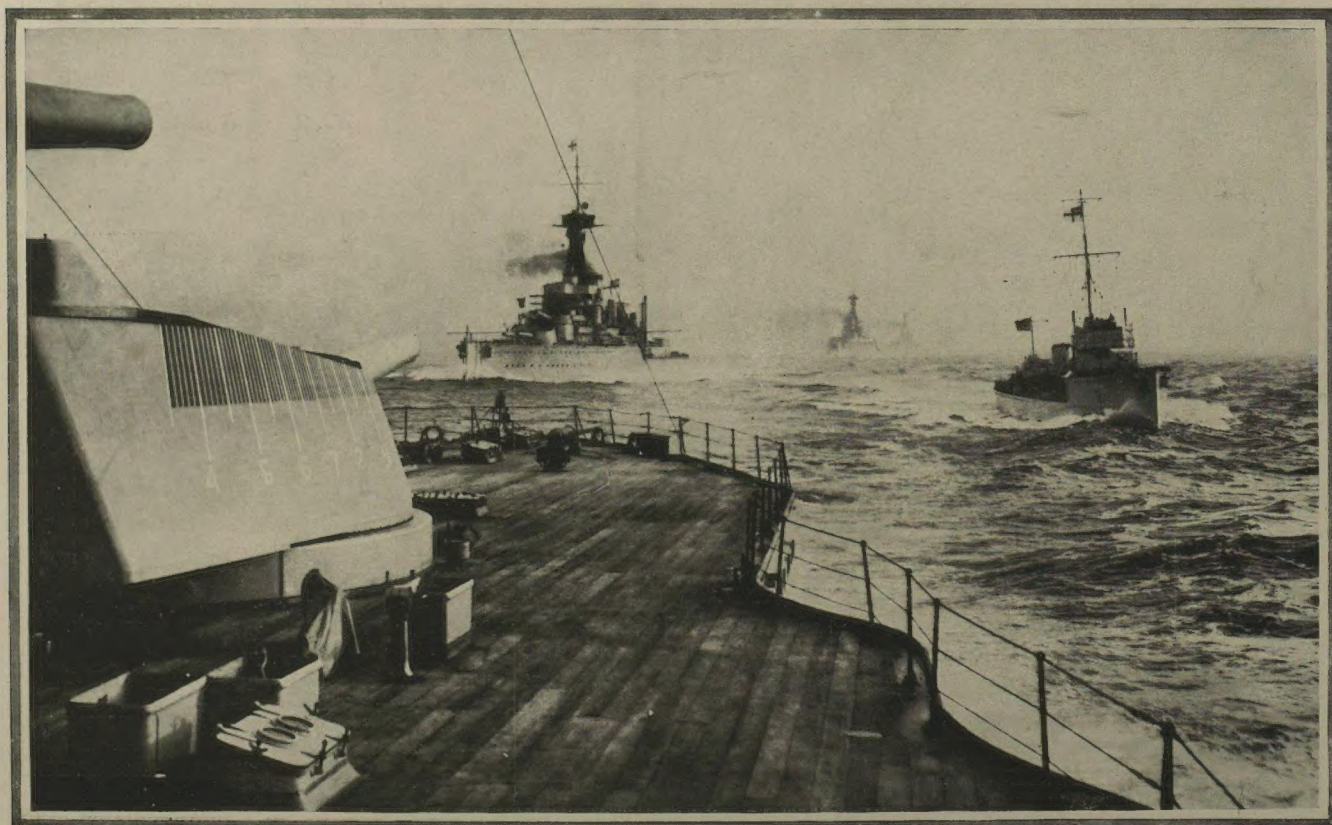
to "general quarters" and makes ready for the meeting that will come an hour hence, and which may be merely a peaceful pageant or—

We have been in wireless touch with the enemy ships since midnight, and know that they must be getting close. And presently, as the light of the North Sea dawn becomes strong enough to enable us to discern the outlines of our attendant destroyers, the loom of the first of the German battle-cruisers is seen through the mist, fine on our starboard bow. The "buzzers" sound "Action Stations"—there is no blare of bugle or tuck of drum—and instantly the ship breaks into ordered activity. Magazines are opened, and whips passed below for bringing ammunition to the guns. Hoses already coupled to the fire-mains spurt water across the decks. Guns' crews stand by their weapons, and the torpedo-tubes are manned. All happens in that impressive silence which compels the admiration of those who go down to the sea as visitors to the King's ships. By this time we can make out that the leader of the enemy's line is the great battle-cruiser *Seydlitz*, and that she is followed by the *Moltke*. Next astern comes the shadowy bulk of the *Hindenburg*, and a fair and battle-worthy ship she looks as she takes shape in the growing light. Then come the *Derfflinger* and the *Von der Tann*, the latter playing to-day a more ignominious rôle than was her lot when she voyaged round the world as a kind of super-bagman in the interests of German trade. Now the first of the Hun battle-ships, the *Friedrich der Grosse*, comes abeam. All the ships are sitting very light in the water, and it is clear that the terms of surrender have so far been complied with that the ammunition has been taken out of them. Few people are visible on the upper decks, and these are keeping studiously clear of the gun-positions; so we realise

now that the last trace of fight has gone out of the German Navy. There will be nothing done to-day but the formal business of completing the grand humiliation of this mighty armada which but yesterday stood before the world as the one possible rival to the sea-power of the British Empire.

One by one the Germans come up out of the North Sea mist till we have counted them in full tale. Five battle-cruisers—one short of the agreed number. Nine battle-ships—one short again, but we know that permission has been given for the temporary retention of the missing ship. Then seven light cruisers, and every one of them a new ship; and now the destroyers—forty-nine of them. There should have been another, but she hit a mine last night, and lies at the bottom of the North Sea. Our task now is to lead the destroyers, so we turn sixteen points, and take station ahead of the centre line. The Germans are in five lines, each led by a British destroyer, and out on either beam is a double screen of destroyers as a guarantee that we are really ready for anything that may befall. And so the procession in all its stately grandeur moves slowly in to the Forth, and in the early afternoon the anchors are down and British search parties are visiting all the enemy ships. Then, at sunset comes the last act of this moving drama of the sea, when, for the last time, the German battle-flag comes slowly down from peak or yard-arm—and the German Navy has ceased to be. And as we realise what it all means, and that right down through all the future ages the shame of it will endure, we cannot help a feeling of sadness—save that we know there was a better way out which has time and again been taken by gentlemen of the sea, a way that is prescribed by all the traditions of sea war. And the Hun has not taken it.

W. WHITTALL.



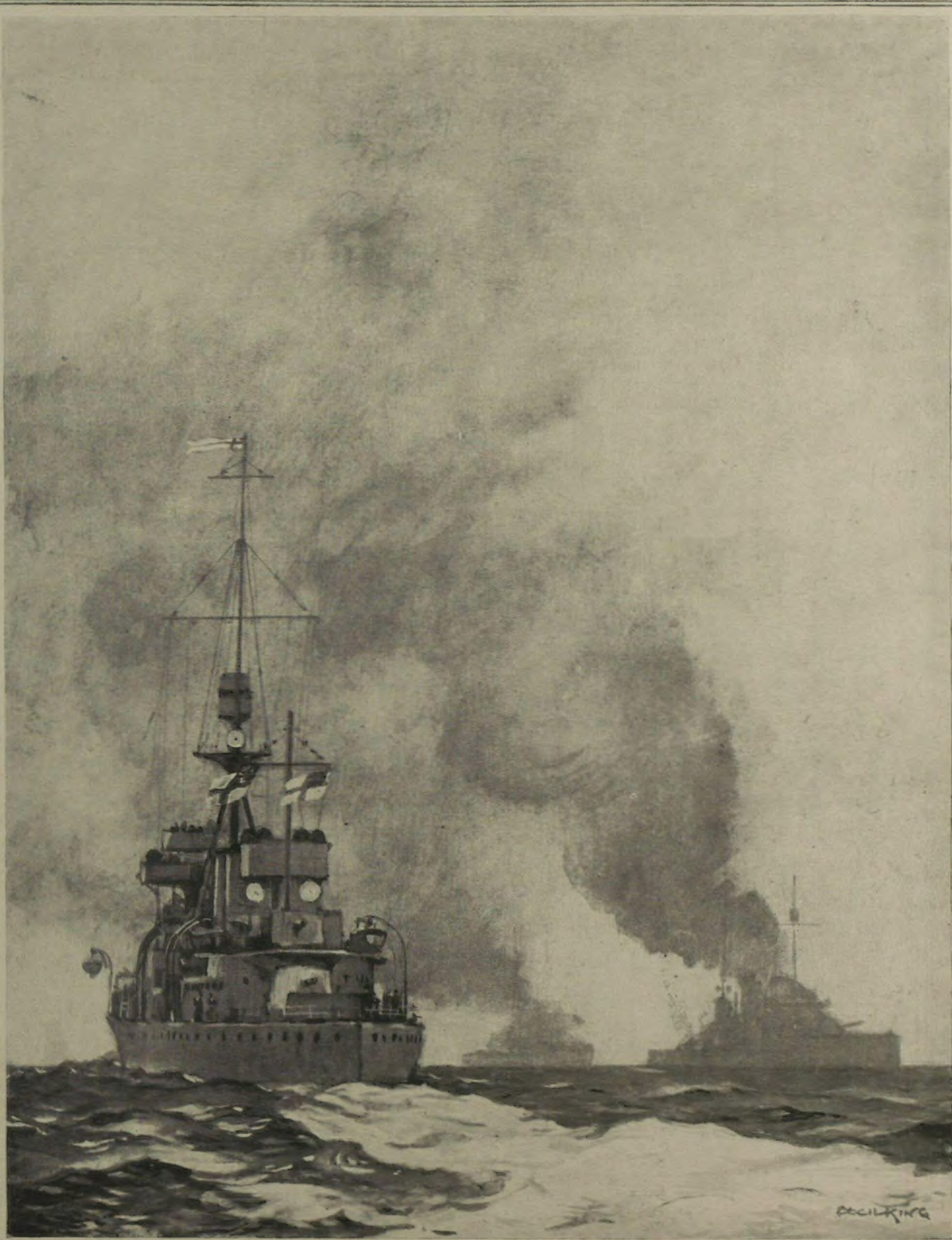
ON THEIR WAY TO THE SCENE OF THE GERMAN SURRENDER: BRITISH WAR-SHIPS FOLLOWING THE "QUEEN ELIZABETH."

PHOTOGRAPH BY C.N.



## THE FIRST SIGHT OF THE GERMAN FLEET: AN ARTIST'S IMPRESSION.

DRAWN BY CECIL KING FROM A SKETCH BY OUR REPRESENTATIVE WITH THE GRAND FLEET.



THE HEAD OF AN INGLORIOUS PROCESSION COMING INTO VIEW: THE GERMAN BATTLE-CRUISER "SEYDLITZ," FOLLOWED BY THE "MOLTKE," PASSING H.M.S. "CASTOR" (ON THE LEFT).

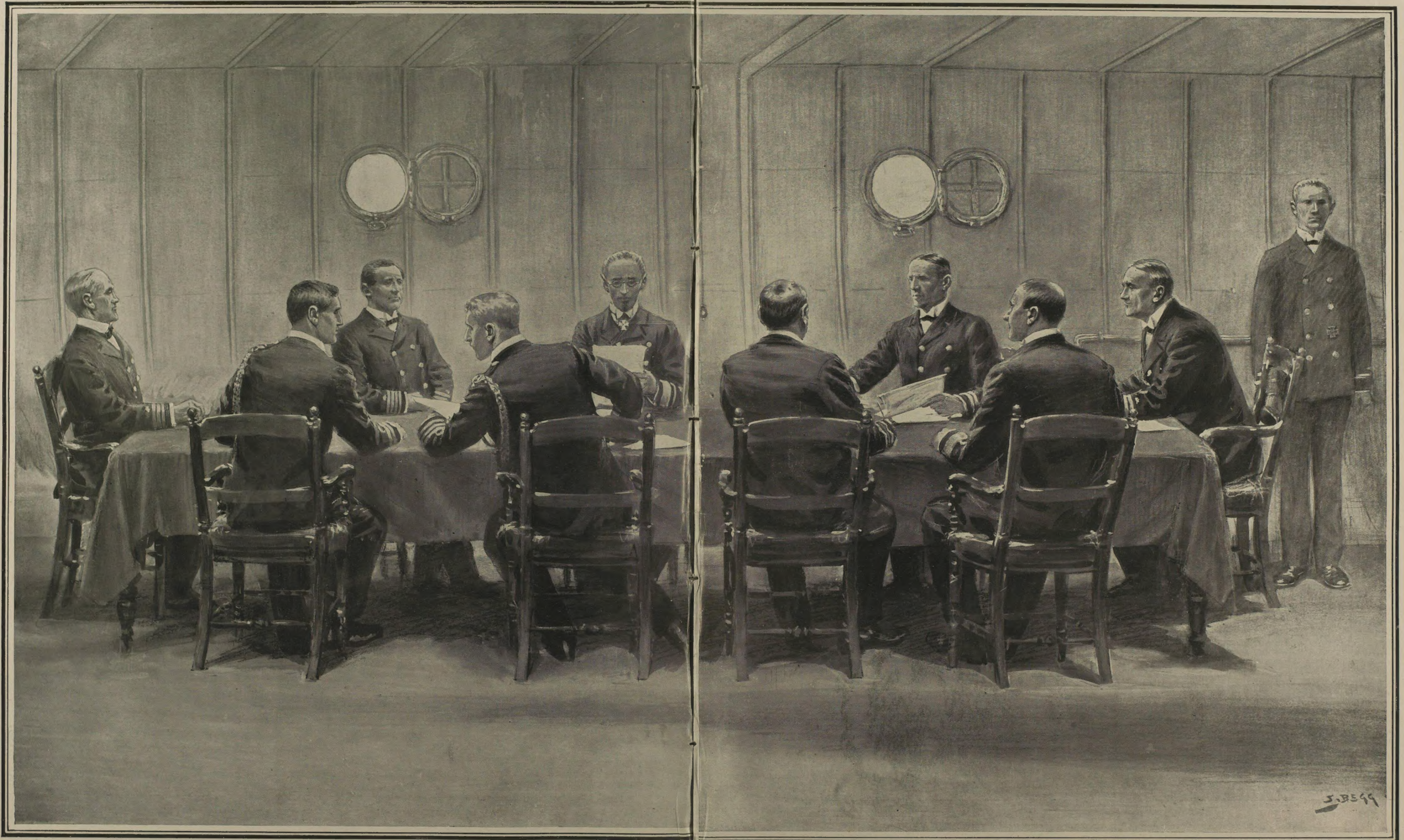
The surrendered German Fleet entered British waters steaming in line, headed by the five battle-cruisers. Describing their approach, Mr. H. C. Bailey, who was on board H.M.S. "Revenge," writes: "A few minutes after nine word came from the bridge that the Germans were 14,000 yards away. . . . A little after 9.30, my inexperienced eye could make out the German squadron. Three miles away those German ships looked no great matter. For the most part, they were more like patches of light moving on the face of the sea.

From moment to moment their aspect changed. Now they were like phantom ships; now their forms were defined and solid; now their plumes of smoke lay above a gleam of yellow as the chances of sun and mist ordained." Our illustration shows a nearer view of the two leading German ships passing H.M.S. "Castor," which was flying the pennant of Commodore Tweedie, Commodore of Flotillas, and afterwards led in the surrendered German destroyers.—[Drawing Copyrighted in the United States and Canada]



# "RELATIONS . . . STRICTLY FORMAL": THE GERMAN ADMIRAL IN HIS FLAG-SHIP, TAKING ORDERS FROM BRITISH OFFICERS.

DRAWN BY S. BEGG FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



## AFTER THE CAPTIVE HIGH SEAS FLEET HAD ANCHORED OFF INCHKEITH: FOUR BRITISH

The surrendered German Fleet, after arriving in the Firth of Forth, anchored a few miles off Inchkeith Island. Admiral Sir Charles Madden, Second in Command of the Grand Fleet and Admiral of the 1st Battle Squadron, then sent a party of four British officers to the battle-ship "Friedrich der Grosse," the flag-ship of the German commander, Admiral von Reuter, to convey to him general orders regarding subsequent procedure. Our illustration shows the meeting in the German Admiral's cabin. The four British officers (seated at the near side of the table with their backs to the spectator) are, from left to right, Flag-Lieutenant Deare, Flag-Commander Royle, Lieut.-Commander Tiarcks, R.N.V.R. (Interpreter), and Commodore Hodges, Chief of Staff to Admiral

## OFFICERS (IN FOREGROUND) IN ADMIRAL VON REUTER'S CABIN, CONVEYING ORDERS.

Madden. The five German officers, from left to right, are: a Commander (at left end of table), a Captain, Admiral von Reuter, a Lieutenant, and another Lieutenant (at right end of table). Standing on the right is a German naval man in attendance. It may be recalled that, in a memorandum issued to officers and men of the Grand Fleet, Admiral Beatty gave instructions that "their relations with officers and men of the German Navy . . . are to be of a strictly formal character. In dealing with the late enemy, while courtesy is obligatory, the methods with which they have waged war must not be forgotten. . . All conversation is forbidden, except in regard to the immediate business to be transacted."—[Drawing Copyrighted in the United States and Canada.]

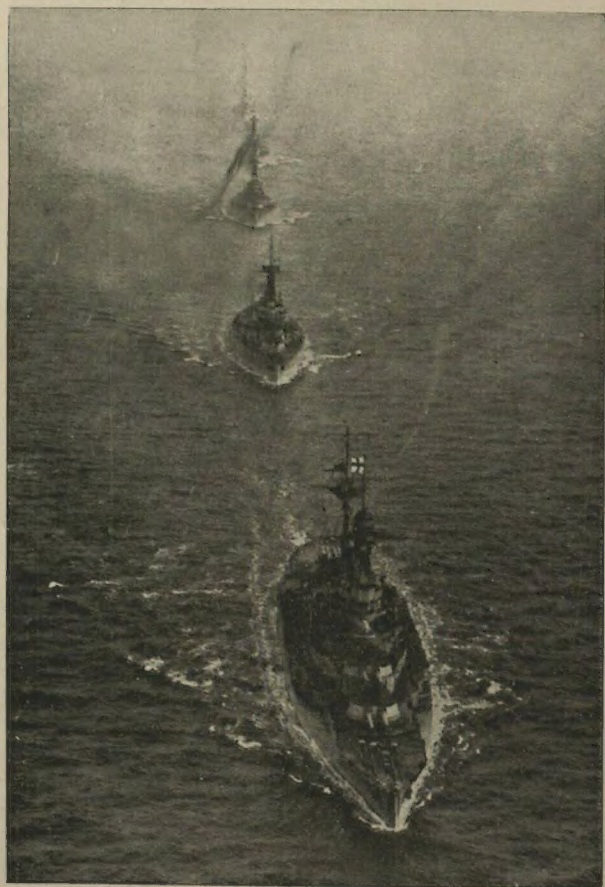


# "DER TAG": THE BRITISH AND AMERICAN FLAG-SHIPS; AND DESTROYERS.

BRITISH OFFICIAL NAVAL AND ROYAL AIR FORCE PHOTOGRAPHS.



THE SUNSET OF "THE DAY": SURRENDERED GERMAN DESTROYERS LYING AT ANCHOR OFF MAY ISLAND, AMID THEIR BRITISH CAPTORS, ON NOVEMBER 21.



IN LINE AHEAD: ADMIRAL BEATTY'S FLAG-SHIP, THE "QUEEN ELIZABETH," WITH HER "RETINUE" MELTING INTO THE DISTANCE.



THE AMERICAN SQUADRON: THE U.S.S. "NEW YORK," FOLLOWED BY THE "TEXAS," "WYOMING," "FLORIDA," AND "ARKANSAS."

The Grand Fleet put to sea to meet the surrendering German Fleet in two long single lines. On the homeward voyage the British ships each circled round and returned, in line ahead, with the Germans between the two lines. On the way the "Queen Elizabeth" drew out of the line and remained stationary while the others passed her. "A conspicuous feature," writes Mr. H. C. Bailey, who watched the scene in the "Revenge," "was the share taken by the American war-ships, the 'New York' (with Admiral Hugh

Rodman in command), the 'Texas,' 'Wyoming,' 'Florida,' and 'Arkansas.' Their skeleton masts, breadth of build, and bulkiness were in striking contrast to the more symmetrical British greyhounds of the ocean. . . . As Admiral Beatty has already declared, the American Naval Command has worked in the closest co-operation and harmony with the British Navy." Admiral Sims, commanding U.S. ships in British waters, was on board Admiral Rodman's flag-ship, the "New York."



## GERMANY'S NAVAL SURRENDER: FRENCH AND BRITISH FLAG-SHIPS.

ROYAL AIR FORCE OFFICIAL PHOTOGRAPHS.



PHOTOGRAPHED FROM BRITISH AIRCRAFT: THE FRENCH ARMoured CRUISER "AMIRAL AUBE" AND TWO FRENCH DESTROYERS.



FLYING THE ENSIGN FLOWN BY THE "LION" IN THE BATTLE OF JUTLAND: THE "QUEEN ELIZABETH," SEEN FROM THE AIR.

At the surrender of the bulk of the German High Seas Fleet on November 21, the French Navy was represented by three ships, the armoured cruiser "Amiral Aube," flying the flag of Rear-Admiral Grasset, and two French destroyers Admiral Beatty's flag-ship, H.M.S. "Queen Elizabeth," had hoisted at her peak the tattered ensign which he flew

in the "Lion" at the Battle of Jutland. When the Grand Fleet put to sea in the early morning, the "Queen Elizabeth" took her place near the end of the line. On the return journey with the surrendered enemy ships she hoisted the blue pennant and drew out of the line, and other British ships as they passed her greeted her with ringing cheers.



# "ONE OF THE TREMENDOUS MOMENTS OF HISTORY": THE ARRIVAL OF THE GERMAN FLEET TO SURRENDER.

PHOTOGRAPH SUPPLIED BY ILLUSTRATIONS BUREAU.



## "IT WAS PEACE": SHIPS OF THE HIGH SEA FLEET ARRIVING AT DAYBREAK IN THE FIRTH OF FORTH; SEEN FROM A BRITISH DESTROYER.

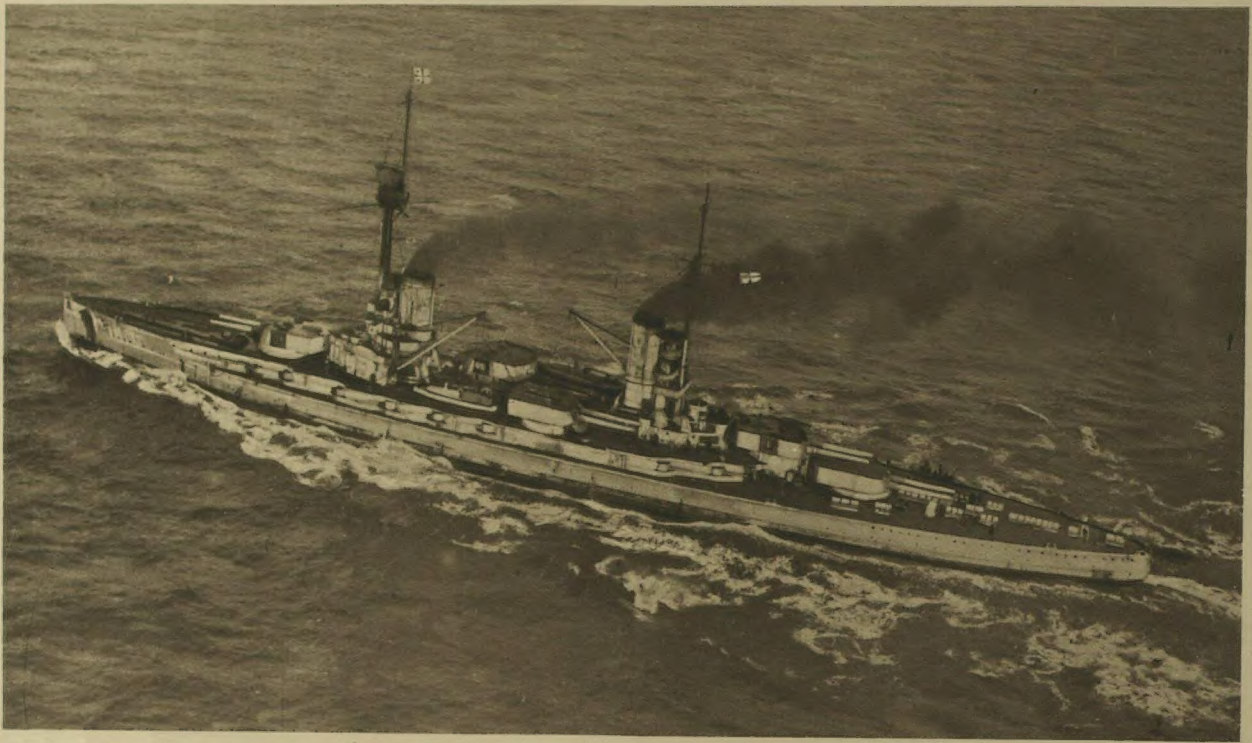
Three score and ten of Germany's best ships surrendered on November 21 to the British Navy. The scene as they appeared through the morning mist has been finely described by Mr. H. W. Wilson: "'Is it peace, Jehu?' All glasses on the bridges were turned on the Germans, now very faintly to be seen on the horizon. . . . We were present at one of the tremendous moments of history—such a moment as when Cæsar crossed the Rubicon and changed the destinies of the world. It was peace. Slowly, at a pace of 10-11 knots, the Germans came on, down the great lane of war-ships prepared to escort them, led by the British cruiser 'Cardiff.' Behind the 'Cardiff' came the 'Seydlitz,' battle-cruiser, and after her

the four other German battle-cruisers, including all the 'baby-killers.' They looked in admirable order. They kept perfect station. They moved with clockwork regularity. They carried the German flag for the last time, and the German Commodore's broad pennant flew at the main of the 'Seydlitz.' Silently, dejectedly, they came on in the midst of the silent escort, with no salutes and no dipping of the flag. Behind the battle-cruisers were the battle-ships, nine great vessels magnificently built and keeping perfect station, like the battle-cruisers. The procession was funereal in its solemnity. That a great fighting force should surrender in this fashion was something of which the world had never dreamed."

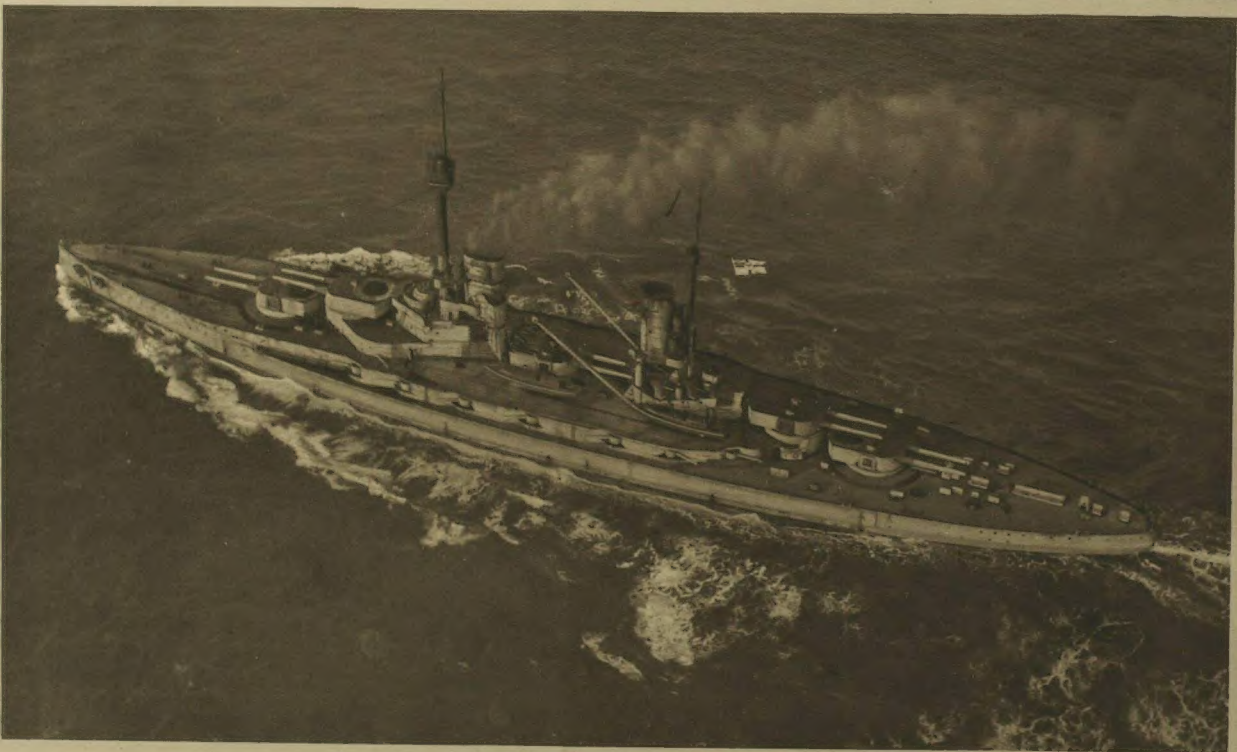


## GERMANY'S NAVY LED CAPTIVE: THE FLAG-SHIP—AND ANOTHER.

ROYAL AIR FORCE OFFICIAL PHOTOGRAPHS.



FLYING THE FLAG OF REAR-ADMIRAL VON REUTER, IN COMMAND OF THE SURRENDERED FLEET:  
THE GERMAN BATTLE-SHIP "FRIEDRICH DER GROSSE."



THE IGNOMINIOUS SURRENDER OF THE GERMAN HIGH SEAS FLEET: ANOTHER OF THE NINE BATTLE-SHIPS  
SEEN FROM THE AIR.

The German naval force which surrendered in the Firth of Forth on November 21 was in itself a powerful fleet, but it was far eclipsed by the mighty armada by which it was led captive. The surrendered fleet included 9 battle-ships—the "Friedrich der Grosse" (flag-ship of Rear-Admiral von Reuter), "König Albrecht," "Kaiser," "Kaiserin," "Kronprinz Wilhelm," "Bayern," "Markgraf," "Prinz-Regent Luitpold," and "Grosser

Kurfürst." The five battle-cruisers surrendered were the "Seydlitz" (flying the broad pennant of Commodore Tägert), "Derfflinger," "Von der Tann," "Hindenburg," and "Moltke." There were also 7 light cruisers—the "Karlsruhe" (flying the broad pennant of Commodore Harder), "Frankfort," "Emden," "Nürnberg," "Brummer," "Köln," and "Bremse." Besides these were 49 destroyers, making in all 70 ships.



## AIRCRAFT AT THE GERMAN NAVAL SURRENDER: A BRITISH DIRIGIBLE.

BRITISH OFFICIAL NAVAL PHOTOGRAPH.



WITH THE "N.S.8" FLYING OVERHEAD: H.M.S. "SEYMOUR," ONE OF THE 150 BRITISH DESTROYERS WHICH ENCIRCLED THE 49 SURRENDERED GERMAN DESTROYERS

The Grand Fleet put to sea to meet the surrendering Germans in a state of "immediate readiness for action" in case of emergency, though none arose, and it was accompanied by aircraft of various types. Thus, writing from on board the "Royal Sovereign," Mr. H. W. Wilson says: "Overhead passed in quick succession two British airships, one flying low and the other high, followed by aeroplanes, to meet the Germans." Their duties

included taking photographs from the air of this unparalleled naval occasion, some of which photographs we reproduce on another page of this number. The immense British naval force which surrounded the captive German fleet comprised several "parent" ships for aircraft of the newest and hitherto secret type. The 49 German destroyers which surrendered were encircled by a cloud of British destroyers of three times their number.



# "THE GERMAN FLAG WILL BE HAULED DOWN AT SUNSET

DRAWN BY CECIL KING FROM



# AND WILL NOT BE HOISTED AGAIN WITHOUT PERMISSION."

SKETCHES BY AN EYE-WITNESS.



## "THE DAY"—THE SUNSET OF GERMANY'S NAVAL DREAMS: EXECUTING ADMIRAL

"The Day" so often dreamed of by the German Navy was one far other than that to which it had looked forward. It was a day, not of triumph, but humiliation. The surrender, without a shot fired, of 70 ships of the High Seas Fleet on November 21 may be said to have finally extinguished Germany's hopes of a future upon the water. The ending of the day was highly symbolic and dramatic. About an hour before noon, Admiral Beatty signalled to the Grand Fleet and the captive German ships, which had entered the Firth of Forth with their colours flying at the main: "The German flag will be hauled down at sunset to-day and will not be hoisted again without permission." The order was duly obeyed, with what feelings on the

## BEATTY'S ORDER BY HAULING DOWN THE GERMAN FLAG IN SURRENDERED SHIPS.

part of the Germans may well be imagined. Our illustration shows the actual lowering of the flag on several of their ships. In the left foreground is the battle-cruiser "Hindenburg," with battle-ships seen beyond on either side. Next to the right after them is the battle-cruiser "Moltke." In the right foreground is the light cruiser "Karlruhe," and beyond, on the extreme right, another light cruiser of the "Köln" class. "I have just seen their flags come down," writes Mr. H. C. Bailey from H.M.S. "Revenge," "as the bugle of sunset sounded on the British flagship. Now the fleet without a flag lies circled by the Grand Fleet."—[Drawing Copyrighted in the United States and Canada.]



## THE NAVY'S TRIUMPH: THE FLAG-SHIP AND THE COMMANDER-IN-CHIEF.

PHOTOGRAPHS BY C.N.



THE FLAG-SHIP OF THE MIGHTIEST ARMADA EVER SEEN UPON THE SEA: H.M.S. "QUEEN ELIZABETH," AT THE SURRENDER OF THE GERMAN FLEET.



"THERE HAS NEVER BEEN SUCH A FLEET MOVING TO ONE ADMIRAL'S SIGNALS": SIR DAVID BEATTY WATCHING THE SURRENDER FROM THE BRIDGE OF THE "QUEEN ELIZABETH."

On the day of the German naval surrender to the Grand Fleet (November 21), Admiral Beatty announced: "I wish to express to the flag officers, captains, officers, and men of the Grand Fleet my congratulations on the victory which has been gained over the sea power of our enemy. The greatness of this achievement is in no way lessened by the

fact that it did not take the form of a fleet action. Although deprived of this opportunity, which we had so long and eagerly awaited . . . we may derive satisfaction from the singular tribute which the enemy has accorded to the Grand Fleet. Without joining us in action he has given testimony to the efficiency of the Fleet without parallel in history."



## "ACTION STATIONS": THE GRAND FLEET READY FOR TREACHERY.

DRAWN BY H. W. KNEKKEK FROM A SKETCH BY OUR REPRESENTATIVE WITH THE GRAND FLEET.



"AT 8.30 WE WENT TO 'ACTION STATIONS': ALL GUNS WERE MANNED AND READY": BRITISH GUNNERS ON BOARD ONE OF THE SHIPS RECEIVING THE GERMAN NAVAL SURRENDER.

Up to the last moment of the surrender of the German Fleet on November 21 there was a feeling of doubt whether, after all, it might not put up a fight. Admiral Beatty took no chances, and the Grand Fleet was prepared for instant action if occasion had arisen. "At 8.30," writes Mr. H. W. Wilson, who was on board the "Royal Sovereign," "we went to 'action stations.' All guns were manned and ready. Except the little groups on the bridges, no one was to be seen in our ships, but in the turrets at the battle-

stations there were men waiting ready at a word to wake all this machinery of death and destruction which the war-ship carries." However, nothing happened, and "at 12.30 came what may be said to be the last signal of the naval war: 'Negative man action stations.'" The men in the drawing are shown wearing their protective head-coverings and gloves, with their anti-gas respirators ready for use. The man on the left is standing at a speaking tube.—[Drawing Copyrighted in the United States and Canada.]



# THE GERMAN HIGH SEA FLEET SURRENDERS: BATTLE-SHIPS,

PHOTOGRAPHS BY

# BATTLE-CRUISERS, AND LIGHT CRUISERS, NOW INTERNED.

TOPICAL, C.N., AND OFFICIAL.



THE LIGHT CRUISER "KÖLN."



THE BATTLE-CRUISER "HINDENBURG."



THE BATTLE-SHIP "FRIEDRICH DER GROSSE."



THE LIGHT-CRUISER "KARLSRUHE."



THE BATTLE-CRUISER "MOLTKE."



THE BATTLE-SHIP "KAISER."



THE BATTLE-SHIP "BAYERN."



THE BATTLE-CRUISER "SEYDLITZ."



THE BATTLE-SHIP "KRONPRINZ WILHELM."



THE GERMAN SURRENDER: A ROYAL MARINES BAND



PLAYING ON BOARD THE "QUEEN ELIZABETH."



THE BATTLE-CRUISER "VON DER TANN."

The naval conditions of the Armistice with Germany contained the following: "Handing over to the Allies and the United States of all submarines (including all submarine-cruisers and mine-layers) which are present at the moment with full complement in the ports specified by the Allies and the United States. Those that cannot put to sea to be deprived of their crews and supplies. . . . The following German surface war-ships, which shall be designated by the Allies and the United States of America, shall forthwith be disarmed and thereafter interned in neutral ports, or, failing them, Allied ports to be designated by the Allies and the United States of America, and placed under the surveillance of the Allies and the United States of America, only caretakers being left on board, namely: 6 battle-cruisers; 10 battle-ships; 8 light cruisers, including 2 mine-layers; 50 destroyers of the most modern types. All other surface war-

ships (including river craft) are to be concentrated in German naval bases to be designated by the Allies and the United States of America, and are to be paid off and completely disarmed and placed under the supervision of the Allies and the United States of America. All vessels of the Auxiliary Fleet (trawlers, motor-vessels, etc.) are to be disarmed." In accordance with this, the first and main instalment of the German High Seas Fleet surrendered for internment on November 21. The ships which surrendered were the battle-ships "Bayern," "Grosser Kurfürst," "Kronprinz Wilhelm," "Markgraf," "Kaiserin," "Friedrich der Grosse," "König Albrecht," "Prinz Regent Luitpold," and "Kaiser"; the battle-cruisers "Hindenburg," "Derfflinger," "Seydlitz," "Moltke," "Von der Tann"; and the light-cruisers "Karlsruhe," "Frankfurt," "Emden," "Nürnberg," "Köln," "Brummer," and "Breme"; with destroyers.



## FLOTILLA ON FLOTILLA: CAPTIVE BATTLE-CRUISERS AND DESTROYERS.

PHOTOGRAPHS BY G.P.U.



SEEN FROM H.M.S. "SEYMOUR" (IN FOREGROUND): THE "SEYDLITZ," "MOLTKE," "HINDENBURG," "DERFFLINGER," "VON DER TANN."



"THE EYE COULD NOT COUNT THEM": SOME OF THE 49 SURRENDERED GERMAN DESTROYERS, WHICH WERE SURROUNDED BY 150 BRITISH.

The surrendered German Fleet made an imposing procession. After the 5 battle-cruisers, 9 battle-ships, and 7 light cruisers came 49 destroyers of the latest type. They were led in by H.M.S. "Caster" (flying the pennant of Commodore Tweedie) and were surrounded by some 150 British destroyers. "In ordered array," writes a "Times" correspondent who witnessed it, "flotilla on flotilla moved across the sea, the Germans completely

enclosed by the British. So vast was the area they covered that both the head and the rear of the columns stretched away into the haze and were lost to sight. The eye could not count them. They were in themselves a tremendous armada." From the decks of British vessels "men watching the German ships come into view vied with one another in identifying them one by one, sometimes with the aid of books of silhouettes."



# "PRAISE BE TO THEE, O LORD": THE FLEET'S THANKSGIVING.

PHOTOGRAPH BY C.N.



The Order of the Service of Thanksgiving held on board the *Queen Elizabeth*, Sir David Beatty's flag-ship, was practically the same as that followed in the Church of England on the previous Sunday. It began with Hymn 100 ("All people that on earth be dwell"). The Lesson was from Revelation xxi. 1-9 ("And I saw a new heaven and a new earth"). Then came the Address, and after that Hymn 100 ("Praise my soul, the King of Heaven"). Some of the Thanksgiving sentences, differing slightly from those used in the churches on the 17th, were as follows: "For the triumph over the enemy fleet and for the victory which Thou hast granted to our arms: *Praise be to Thee, O Lord Most High.* For the trust in the Navy shown by our people at home through years of danger and anxiety: *Praise be to Thee, O Lord Most High.* For that Thou hast enabled us to save our land from invasion and our people from famine and distress: *Praise be to Thee, O Lord Most High.* For the preservation of our lives after long years of war and for the hope of a righteous peace: *Praise be to Thee, O Lord Most High.* For the spirit of cheerfulness, loyalty, and brotherhood that has inspired our Fleet: *Praise be to Thee, O Lord Most High.*" Hymn 379 ("Now thank we all our God") was sung before the Blessing, and after it "God Save the King."

## "FOR THE VICTORY WHICH ALMIGHTY GOD HAS VOUCHSAFED": THE THANKSGIVING SERVICE HELD ON BOARD H.M.S. "QUEEN ELIZABETH" (AS THROUGHOUT THE GRAND FLEET) AFTER THE GERMAN NAVAL SURRENDER.

On the day of the German naval surrender, Admiral Beatty signalled to all the ships of the Grand Fleet: "It is my intention to hold a service of thanksgiving at 18.00 (6 p.m.) to-day (November 21) for the victory which Almighty God has vouchsafed to H.M. arms,

and every ship is recommended to do the same." Needless to say, the recommendation was carried out. Above are given details of the service held on board the flag-ship. The occasion is unparalleled in the story of our Navy, and the solemn service made irresistible appeal.



## THE ROYAL VISIT: NOTABLE BRITISH SHIPS THE KING SAW.

PHOTOGRAPHS BY TOPICAL AND ILLUSTRATIONS BUREAU



THE SUCCESSOR AND NAMESAKE OF THE FAMOUS OLD CRUISER WHICH BLOCKED OSTEND: THE NEW "VINDICTIVE."



ADMIRAL BEATTY'S FLAG SHIP: THE "QUEEN ELIZABETH"; WITH A PINNACE CONVEYING THE KING TO HER FROM H.M.S. "OAK" (RIGHT).



STRIKINGLY CAMOUFLAGED: H.M.S. "ARGUS," A FAMOUS AEROPLANE-SHIP, WITH HER CREW CHEERING ON DECK.



ONE OF THE "HUSH" VESSELS NEVER ILLUSTRATED DURING THE WAR: H.M.S. "FURIOUS," A NOTABLE AERODROME-SHIP, EFFECTIVELY CAMOUFLAGED.

Many and various were the ships which greeted the King as he passed down between the lines of the Grand Fleet on board H.M.S. "Oak," Admiral Beatty's well-known white destroyer. Among the most interesting things that met his Majesty's eye were the new aircraft-carrying ships, including H.M.S. "Furious," one of those known during hostilities as "hush-hush" vessels, about which no description or illustration was ever allowed

to be published. Another well-known aircraft-ship is the "Argus," well named as possessed of many "eyes." The King was also greatly interested at seeing the new "Vindictive," named after the famous old cruiser which played so stirring a part in the naval attacks on the German submarine bases in Belgium, and ended her active career by effectively blocking the harbour of Ostend.



## THE ROYAL VISIT: THE KING WITH THE GRAND FLEET.



THE DESTROYER "OAK," WITH THE KING ON BOARD, PASSING DOWN THE LINES: FOREGROUND: "QUEEN ELIZABETH'S" CREW CHEERING.



ON BOARD THE U.S.S. "NEW YORK": L. TO R.) ADMIRAL BEATTY; AD. RODMAN (U.S.N.); THE KING; AD. SIMS (U.S.N.); AND PRINCE OF WALES

The King inspected the Grand Fleet on November 20 shortly before it put to sea to receive the surrender of the German Navy. His Majesty was accompanied by the Prince of Wales, while the Queen, who did not take part in the inspection, went on board the "Queen Elizabeth," Admiral Beatty's flag-ship. In a short address on his arrival, before embarking on board the famous white destroyer, H.M.S. "Oak," the King said: "It is to the Fleet,

which has kept watch and ward in all weathers and in all sorts of trying conditions, that we owe very largely the victory we are now celebrating." The "Oak," with the King and the Prince on board, then passed between the lines, and the whole of the Grand Fleet was inspected, amid rousing cheers from the crews. After lunch on board the "Queen Elizabeth," the King and the Prince visited the American flag-ship "New York.



## THE GERMAN HIGH SEA FLEET OUT AT LAST—TO SURRENDER: LED CAPTIVE INTO BRITISH WATERS.

DRAWN BY NORMAN WILKINSON, WHO WAS PRESENT ON THE OCCASION.



"LEVIATHANS LED BY A MINNOW": H.M.S. "CARDIFF" LEADING IN THE GERMAN BATTLE-CRUISERS "SEYDLITZ," "MOLTKE," "HINDENBURG," "DERFFLINGER," "VON DER TANN."

H.M.S. "Cardiff," of the British 6th Light-Cruiser Squadron, was chosen "to direct the movements of the German main force." A "Times" correspondent writes: "Between the lines came the Germans, led by the 'Cardiff,' and looking for all the world like a school of leviathans led by a minnow. Over them flew a British naval airship. First came the battle-cruisers headed by the 'Seydlitz,' which carries the scars of the Dogger Bank battle of January 1915. The 'Moltke' and the 'Hindenburg' followed,

then the 'Derfflinger,' also badly battered in the Dogger Bank engagement, and finally the 'Von der Tann,' which suffered heavily in the naval air-raid on Cuxhaven. . . . The 9 battle-ships followed." The battle-ships were headed by the "Friedrich der Grosse." In the background are ships of the British 1st Battle Squadron. In the title below the picture the ships are named from right to left.—[Copyrighted in the United States and Canada.]



## A UNIQUE NAVAL OCCASION: SURRENDERED GERMAN BATTLE-SHIPS.

ROYAL AIR FORCE



1. PHOTOGRAPHED FROM BRITISH AIRCRAFT WHILE ON ITS WAY TO THE FIRTH OF FORTH TO SURRENDER: A GERMAN BATTLE-SHIP.

Naval history shows no parallel to the surrender of a great fleet without striking a blow, as has been the case with Germany's once-vaunted Navy. After describing the historic scene in the Firth of Forth on November 21, Mr. H. W. Wilson writes: "Thus the German Fleet ended most ingloriously the struggle which William II. began twenty

2. STEAMING IN LINE AHEAD: FOUR OF THE NINE GERMAN BATTLE-SHIPS INCLUDED IN THE SURRENDERED FLEET—SEEN FROM THE AIR.

years ago. The French Navy came out gallantly to certain defeat in 1805, the Spanish Navy put to sea at Santiago in 1898 against hopeless odds, the Russian Baltic Fleet in 1905 fought to extinction. Only the High Seas Fleet preferred to remain in port, declining action until the pressure of the British blockade compelled its tame surrender."



## GOING TO MEET U-BOATS AT THE RENDEZVOUS: BRITISH CRUISERS.

PHOTOGRAPH BY L.N.A.



STEAMING IN LINE AHEAD TO MEET SURRENDERED GERMAN SUBMARINES IN THE NORTH SEA: ADMIRAL TYRWHITT'S FLAG-SHIP "CURAÇAO," FOLLOWED BY OTHER BRITISH CRUISERS; WITH A CAPTIVE BALLOON OVERHEAD.

At about five o'clock on the morning of November 20, in bright moonlight, a force of British cruisers left their anchorage off Harwich and steamed out towards the appointed rendezvous in the North Sea, 35 miles away, to meet the first group of 20 surrendered German submarines. Rear-Admiral Sir Reginald Tyrwhitt, who fought several brilliant

actions during the war, had been appointed to receive the submission of the U-boats. He led the line of cruisers in his flag-ship, the "Curaçao," followed in succession by the "Danae," "Coventry," "Centaur," and "Dragon." On either side of the cruisers was a force of escorting destroyers.



## U-BOATS HANDED OVER TO THE BRITISH NAVY: SURRENDER SCENES.

PHOTOGRAPHS BY TOPICAL, L.N.A., AND FARRINGTON PHOTO CO.



THE FIRST BATCH OF U-BOATS SURRENDERED: A GERMAN SUBMARINE MADE FAST TO A BRITISH DESTROYER.



ON THE WAY TO ITS ANCHORAGE AT HARWICH: A GERMAN SUBMARINE WITH A BRITISH CREW ON BOARD.



SHOWING THE POSITION OF THE GUNS ON DECK ON EITHER SIDE OF THE CONNING-TOWER: ONE OF THE LARGE GERMAN SUBMARINES SURRENDERED.



BEGINNING THEIR HOMEWARD VOYAGE: U-BOAT CREWS EMBARKING IN A MOTOR-LAUNCH WHICH TOOK THEM TO A TRANSPORT.



DEJECTED AND CRESTFALLEN: THE CREW OF A GERMAN SUBMARINE WHEN A BRITISH OFFICER BOARDED IT OFF HARWICH.

The first instalment of 30 German submarines to be surrendered in terms of the Armistice met a British force 35 miles from Harwich on the morning of November 30, and were taken over by British officers and men near the Cork Lightship. The whole convoy then set a course for Harwich, where the surrendered submarines were led to the harbour in groups of five by British destroyers. "All the Germans," writes a "Times" correspondent, "except those required below, stood on deck as the squadrons passed towards

the river. If British sailors were also on deck the Germans kept forward of the conning-tower. The boats afterwards completed by themselves the last journey to a point about a mile above Parkston Quay. Motor-launches then took off the German crews, put them on board the transports by the guard-ships off Harwich, and the destroyers carried them back to the transports for the return journey to their own country." On the following day (the 31st) 19 more U-boats arrived at Harwich and were surrendered.

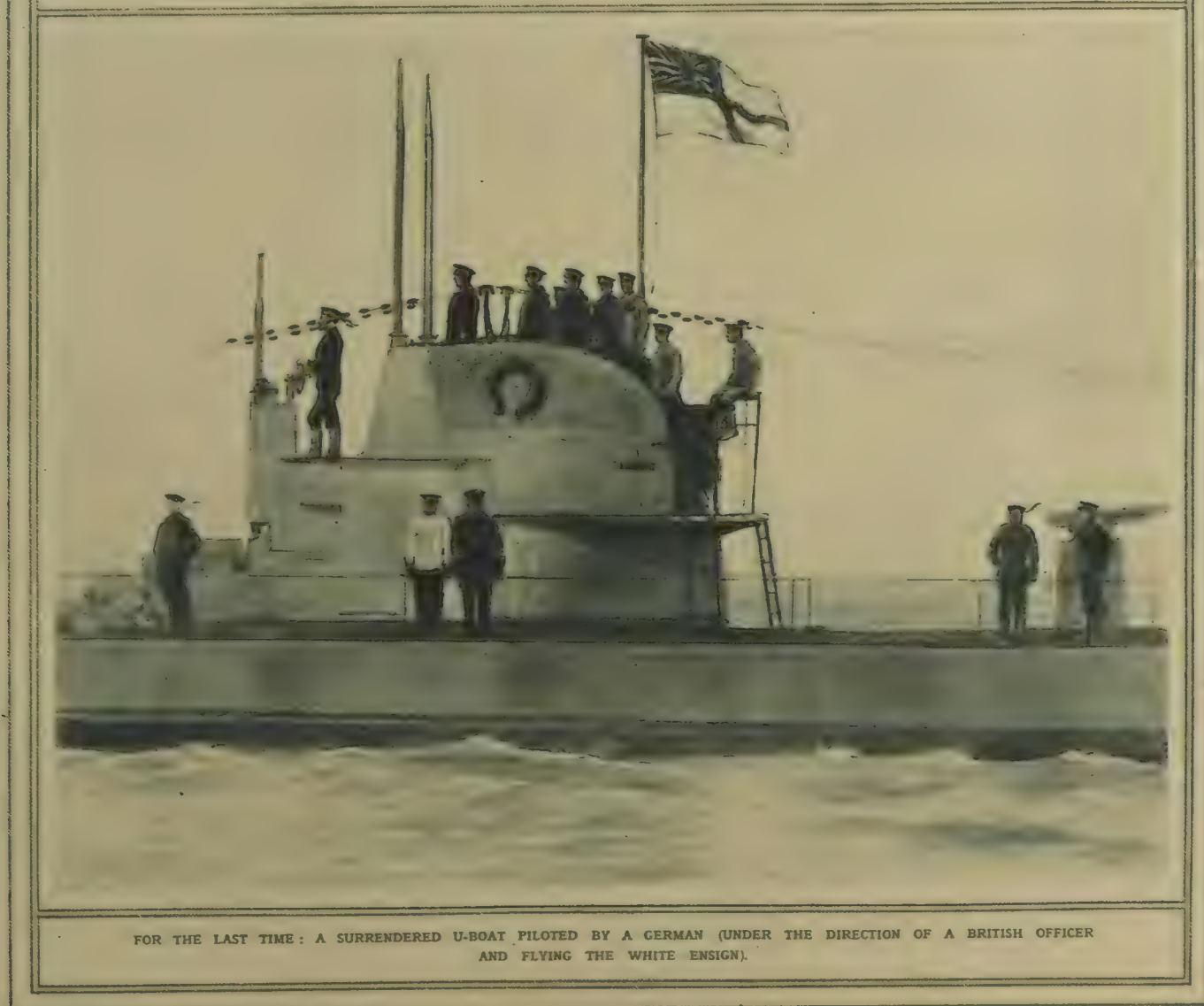


## THE SURRENDER OF THE U-BOATS: SWEEP-CUTTER; A GERMAN PILOT.

DRAWN BY S. BEGG, FROM SKETCHES BY A. FORESTIER, OUR SPECIAL ARTIST AT THE SURRENDER OF THE U-BOATS.



CAMOUFLAGED AFTER THE BRITISH NAVAL MANNER: A U-BOAT, SHOWING ITS SWEEP-CUTTER AND SWEEP-LIFTER.



FOR THE LAST TIME: A SURRENDERED U-BOAT PILOTED BY A GERMAN (UNDER THE DIRECTION OF A BRITISH OFFICER AND FLYING THE WHITE ENSIGN).

The first illustration shows the saw with which German U-boats endeavoured to cut our wire sweeps, or nets, and also the arrangement of wires, passing right over the U-boats, designed to enable the U-boats to slip under the sweeps, the sweeps sliding over the wires across the U-boat. Needless to say, periscopes and masts would be lowered while the vessel was under water, seeking either to cut, or pass under, the sweeps. With regard to the second illustration, it should be added that in some cases the German U-boats

came into Harwich Harbour with German sailors piloting them. The conning-tower was occupied in each case by the British officer in charge and his signaller and messengers, as well as by the German captain, who was there in readiness to translate commands. Another British officer is seen, with a British sailor at his side, standing against the conning-tower. By the 22nd November fifty-nine U-boats had reached Harwich, and twenty-eight more arrived on the 24th.—[Drawings Copyrighted in the United States and Canada.]



## THE END OF GERMANY'S "RUTHLESS SUBMARINE POLICY":

DRAWN BY A. FORESTIER, OUR SPECIAL

## SURRENDERED U-BOATS MET AND BROUGHT INTO HARWICH.

ARTIST AT THE SURRENDER OF THE U-BOATS.



AT THE RENDEZVOUS IN THE NORTH SEA: A BOARDING PARTY FROM ONE OF THE



BRITISH DESTROYERS GOING IN A MOTOR-LAUNCH TO TAKE POSSESSION OF A U-BOAT.



FLYING THE WHITE ENSIGN: A SURRENDERED U-BOAT PASSING BETWEEN THE GATE SHIPS



OUTSIDE HARWICH, FOLLOWED BY A BRITISH DESTROYER AND OTHER SUBMARINES.

The first twenty of the 150 surrendered German submarines were met by a British force in the North Sea on November 20. They were boarded by British officers and men near the Cork Lightship and brought into Harwich. "In the one case where the enemy flag was displayed," writes a "Times" correspondent present, "the White Ensign was run up above it. Over the other ships the flag of the Royal Navy by midday flew alone. . . . The 20 U-boats were taken in groups of five to the harbour by the destroyers, with four of the light cruisers bringing

up the rear. All the Germans, except those required below, stood on deck as the squadrons passed towards the river. If British sailors were also on deck, the Germans kept forward of the conning-tower." In the upper drawing the ships seen (beginning with the second from the left) are: a transport; a hospital-ship used as a transport; two British destroyers; a motor-launch carrying a boarding party from the nearer destroyer; a U-boat, followed by three others, and, on the extreme right, a British light cruiser.—[Drawing Copyrighted in the United States and Canada.]



## THE GERMAN NAVAL SURRENDER: BOARDING THE U-BOATS.

PHOTOGRAPHS BY NEWS ILLUSTRATIONS CO.



BEFORE THEIR U-BOAT WAS HANDED OVER: THE CREW OF A SURRENDERED SUBMARINE ON DECK.



A BRITISH CREW BOARDING A GERMAN U-BOAT—SHOWING THE DECK-GUN AND METHOD OF COMING ABOARD.

The first instalment of twenty U-boats, out of the 150 to be surrendered according to the terms of the Armistice, arrived off Harwich in the early hours of November 20, and were formally handed over to Rear-Admiral Sir Reginald Tyrwhitt. They were met by British ships at a rendezvous in the North Sea about 35 miles from Harwich, and were escorted

to their anchorage. At the Cock Lightship British officers and ratings took them over. As the U-boats came to anchor, their crews emerged from the conning-towers and stood on deck until the British boarding parties arrived in motor-launches. The U-boats afterwards proceeded to their final anchorage.



## THE SUBMARINES' SURRENDER: EXAMINING SURRENDERED U-BOATS' PAPERS.

PHOTOGRAPHS BY NEWS ILLUSTRATIONS CO.



A BRITISH OFFICER ON BOARD A GERMAN U-BOAT (SHOWING DETAILS OF THE CONNING-TOWER).



EXCHANGING PAPERS: A BRITISH OFFICER EXAMINING THE GERMAN COMMANDER'S DECLARATION (THE GERMAN OFFICER ON THE LEFT).

When the first 20 surrendered U-boats had anchored near the Cork Lightship, British officers went aboard to take them over. Each saluted as he arrived. The German commander produced his papers, including a declaration that his boat was undamaged and in full running order, and the British officer in return showed his authorising instruc-

tions. The conning-tower was then taken over, and the German crew were sent forward on deck, while British engineer officers went below. German engineers continued to navigate the ship, under British supervision, until it arrived at its anchorage, at a point about a mile above Parkston Quay.



## UNDER BRITISH GUARD ON BOARD A DESTROYER: U-BOAT CREWS.

PHOTOGRAPH BY NEWS ILLUSTRATIONS CO.



AFTER THE SURRENDER OF THEIR SHIPS: U-BOAT CREWS UNDER BRITISH GUARD ON BOARD A DESTROYER.

After the first batch of 20 German submarines had arrived at Harwich and surrendered, on November 20, they were anchored at a point about a mile above Parkeston Quay. The German crews were then taken off the surrendered U-boats in motor-launches, which conveyed them to the destroyers which were lying ready off Harwich. The destroyers

then took them to the transports on board which they were to sail home on their return voyage to Germany. It was noticed that while the German officers were glum and moody, the men for the most part were cheerful. They did not appear to be insubordinate to their officers, but obeyed their orders promptly.



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## LADIES' NEWS.

PRINCESS MARY made her tour among women workers in France as one well able to judge of good organisation and efficiency. For eighteen months or so she spent two or more hours every day at Devonshire House actually helping with the official work of the B.R.C. Voluntary Aid Detachments. The young Princess learned the principle of card-indexing and of official correspondence, and became familiar with the whole organisation. She is Commandant of a Detachment, and before taking that responsibility attended lectures and passed examinations, gaining badges and proficiency badges, in the usual way. In addition to this war work, Princess Mary passed a probationary term in the Children's Hospital, Great Ormond Street, going through the routine as an ordinary probationer—and, it may be added, showing no small aptitude for the work: while her obedience to the heads of the establishment and wards was more than willing. The workers in France welcomed her visits as special honours; and the Princess was delighted to see something of the vast organisation—and something, too, of the state of the country, which can be realised only by actual sight. Her Royal Highness was very anxious to go before; but while the war was in progress the King and Queen did not wish her to do so, knowing how busy everyone was, and

CHARM AND COMFORT IN VELVETEEN:  
A CHILD'S AFTERNOON FROCK.

This pretty little frock is made by Messrs. Debenham and Freebody, Wigmore Street, W.

how important that their work should have no interruption, however pleasant.

There is little doubt that next year the social system will have begun to be re-established. At this hour dancing is in full swing, and a ball at the Royal Albert Hall on a mammoth scale was a fixture for this week. The Grand National will be run at Aintree as usual in the early spring; and there seems little doubt that there will be a Victory Derby at Epsom, a Victory Week at Royal Ascot, and all the usual chief features of a London Season. About Courts and State entertainments nothing definite can be settled for some time. The Palace staffs are greatly depleted, and demobilisation cannot be yet. There is, however, little doubt that the King and Queen will be socially active, and that some entertaining will take place: there are several possibilities that will rise to people's minds as occasions therefor. Great London mansions which have been used for Government work or for hospitals cannot immediately be restored to their owners. When they are, redecoration, return to ordinary spacing, and resettling will occupy a long time. Great private entertainments may therefore be postponed to the season of 1920. Also, we must all keep in mind that the men who make the social wheels go round will be on duty possibly in the Army of Occupation, and will only be available for social amenities when on leave.

Useful and ornamental gifts abound at Debenham and Freebody's fine establishment in Wigmore Street, one of London's landmarks. There are in the well and variously stocked fancy department tortoiseshell card, note, and cigarette cases; there are bead bags of all sorts and sizes; there are beautiful Japanese embroidery bags that will delight any artistic woman; while ivory-mounted hand-bags are very chic and very handsome. Christmas is the children's time, and in their department are some most attractive little frocks and suits. That which is illustrated is in velvet, the waist line at the hips. There are Georgette and lace collar and cuffs, and it is singularly neat and pretty. A party frock for a wee girl is in filmy shadow lace, the design outlined in gold, and with a narrow gold waistband and sleeve borders. Children love pretty clothes, and in this department are quantities of them.

We are in for a period of fringes. Several bridal dresses have been noteworthy in this respect. One had the entire skirt veiled with three deep white silken fringes. Others have had the scanty skirt finished with deep fringes of beadwork and silk, thus harmonising its otherwise rather frivolous aspect with the environment and occasion. At

some of the numerous dances now going on, chameuse dresses in pale hues have had cross-wise fringes of silk down them from shoulders to hem, giving a sense of height and grace. On several smart skirts of the scanty kind fringes are used as on Pocahontas dresses—at the sides. Monkey-fur is freely used to fringe hats and coats and coat - frocks. There is a certain grace about this revival which recommends it.

When buying veils, do take a long view. This was advice given by a lady of experience. The newest of these prove the value of the remark. It happens that someone coming towards you in the street makes you shudder, feeling that their face has been terribly disfigured. A nearer view proves that it is but a pattern on a light-hued veil. Close inspection in a looking-glass does not reveal this trick; therefore see a veil on from the furthest point the reflection permits before purchasing. Some of the latest veils are string-coloured, and their powers in this disagreeable form of camouflage are specially good.—A.E.L.



A GRACEFUL COAT IN SEAL MUSQUASH: FOR THE COMING WINTER.  
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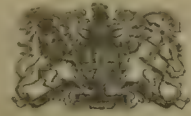


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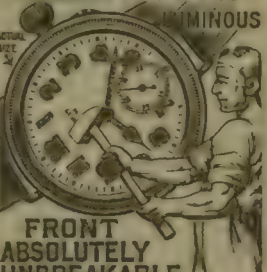
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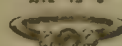
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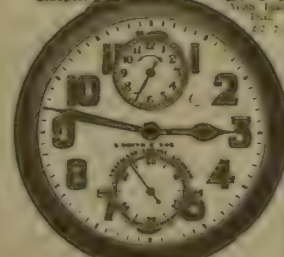
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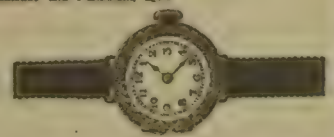
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gift for a lady. Women will greatly appreciate tortoiseshell cigarette-cases, especially if they be monogrammed in gold. Very handsome are sets of clear-clouded tortoiseshell in leather velvet-lined cases comprising complete equipment for the dressing-table. Sugar-boxes will be favourite gifts this Christmas, because they will go down to posterity as souvenirs of our war stress. The beautiful shops of Mappin and Webb's teem with useful gifts at all prices and excellent value.



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There is inspiration and confidence to the present-seeker who desires that gifts shall be silver in the specially spacious salon in which Harrods make their varied and satisfactory display. For the toilet-table are lovely things, from complete sets of brushes, trays, powder-boxes, etc., in tortoiseshell inlaid with silver and in silver of many designs, to lovely little trinket-boxes, equally attractive, but not so costly. Of these and of presentation silver cups, rose-bowls, etc., the firm is fortunate in having large



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stocks. The set of knives and forks illustrated will commend themselves. The blades are of rustless steel, so that they are suitable for tea-knives or for fruit. It is a handsome present for a very moderate price; and there are hundreds to choose from.

The soothing cigarette has become a necessity to the majority of men and women. There are cigarettes and cigarettes, as there are wines and wines. That which appeals to connoisseurs is that with the finest flavour, the coolest, and the most soothing—in fact, Cavander's "Army Club," the cigarette of the day. Women are said to have joined the Army in order to have a right to smoke Army Club. This is an exaggeration doubtless, but they love them. Therefore, from men to women, or from women to men, there is no better pledge of good comradeship at Christmas than presents of Army Club cigarettes.

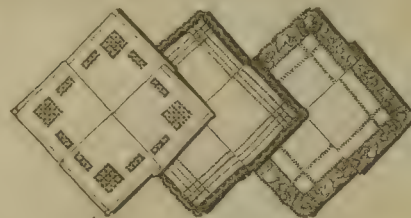
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A PRACTICAL PRESENT.—Cameron Fountain Pen.

is a hand to hold them, and away they go transcribing brain signals as quick as lightning. Emanating from Macniven and Cameron, they possess the good Scottish characteristic of efficiency, which is what is needed in so close a collaborator as a pen. Give your friend a Cameron Pen for a Christmas gift and you will have real nice letters.

Useful gifts are still the most patriotic; also they are the most valued. There are many of them, and most excellent value they are, at Robinson and Cleaver's palatial Linen Hall in Regent Street. It is safe to say that in all the world there is no greater choice and no better value in handkerchiefs than here, and handkerchiefs make a capital gift. Those illustrated are in fine linen, with a drawn-thread border, at 12s. 11d. a dozen; veined hem in



BEAUTIFUL LINEN HANDKERCHIEFS: USEFUL GIFTS.  
Robinson and Cleaver.

two rows, edged with narrow lace, 1s. 3d. each; and with worked border edged with duck-design lace also 1s. 3d. each. There are thousands of dozens of handkerchiefs to choose from for ladies, girls, children, boys, and men. All are of the very best. There are quantities of other gifts at this North of Ireland establishment; those in linen bedspreads, tea-table cloths, nightie-cases, and table-covers are particularly good value, and very suitable for presents.

(Continued next page.)



Pearl & Sapphire Earrings, per pair, £7 7 0



Diamond, Pearl and White Enamel Brooch, £11 10 0



Diamond & Pearl Cluster Earrings, per pair, £42 0 0



Fine Gold and Hand Painted Crystal Shamrock Charm, £1 12 6



Pearl Heart Pendant, £3 0 0



Ruby & Diamond Long Oval Cluster Ring, £35 0 0



Grenadier Guards Badge Brooch, Diamonds (Brilliant) set in Palladium, £100 0 0



Diamond Two-row Cluster Ring, £30 0 0



Keyless Lever Watch, Fully Jewelled, Compensation Balance, Diamonds set in Platinum, with Carved Crystal Front, mounted on Black Moore Strap, £165 0 0



## Christmas

THE Goldsmiths & Silversmiths Company have made a great effort to offer Christmas stocks of the most varied and complete description for the selection of Gifts. Buyers should, however, be warned to make an alternative choice, if possible, in case of short supply, as the demand for advertised articles is expected to be exceptionally large. Such shortness of supply would only be the result of War conditions. All articles are of highest quality and the best value.

Selections will be sent for approval, if desired, carriage paid and at the Company's risk; or a Christmas Catalogue may be had post free on application.

### WARNING

The Goldsmiths and Silversmiths Company have no branch establishments in Regent Street, Oxford Street, or elsewhere—in London, or abroad—only one address: 112 Regent Street, London, W. 1.

THE  
**GOLDSMITHS & SILVERSMITHS  
COMPANY LTD.** with which is incorporated  
The Goldsmiths' Alliance Ltd. Est. 1751

112 Regent Street, London, W. 1





## A NEW OXO DISH

Prepared by a Celebrated Chef.

### LANCASTER FISH HOT POT.

*Sufficient for Six Persons.*

**Ingredients:**—2 lbs. of potatoes; 1 lb. of onions; 4 ozs. of carrots; 4 ozs. of celery; 8 ozs. of tomatoes; 1 lb. of cod fish; 6 teaspoonfuls of OXO; parsley; pepper; salt.

**METHOD OF PREPARATION.**—Clean the carrots and celery, skin the tomatoes (by steeping in boiling water), boil the vegetables and the cod fish. Half of the potatoes should be *well mashed*, the other half cut in thin slices.

Spread the sliced potatoes in a layer in a casserole or pie dish. Then add the cod fish in a layer, then the carrots, celery and tomatoes mixed together in a layer.

Make a sauce in the following manner: finely chop the onions and fry them (*not browned*) with one oz. margarine, add one tablespoonful of flour, stir well and mix six teaspoonfuls of OXO with one pint of boiling water; boil for five minutes, pour the whole on the vegetables, lastly spread the mashed potatoes on the whole and bake for thirty minutes.

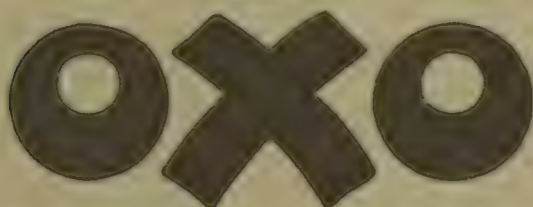
*In this recipe one OXO cube is equivalent to a teaspoonful of OXO.*

OXO is particularly useful in these days of meat shortage.

By using it in conjunction with potatoes and other vegetables many nourishing and inexpensive dishes can be prepared which will, to a great extent, take the place of a meat course.

OXO increases their food value considerably and supplies that appetising and nourishing meat basis which would otherwise be lacking.

LET



## HELP OUT YOUR MEAT RATION.

Sole Proprietors and Manufacturers:  
OXO Limited, Thames House, London, E.C.4.

**THE BEST XMAS  
NUMBER ISSUED  
THIS YEAR IS THE**

# STRAND Magazine

CONTRIBUTORS:

**A. Conan Doyle**

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**E. Temple Thurston**

**L. J. Beeston**

**W. Heath Robinson**

**Hylton Cleaver**

**Mme. M. Maeterlinck**

**Charlotte Brontë**

**F. Bland**

**Roland Pertwee**

Interview with

**Sir Oliver Lodge**

*Etc., Etc., Etc.*

**TEN COMPLETE STORIES**

**On Sale to-day. 1s. 3d. Net.**

The Christmas **STRAND** is the most acceptable Gift you can send to your boy at the Front.

**A HANDSOME CHRISTMAS GIFT.  
THE BEST SOUVENIR OF THE WAR**

**THE WESTERN FRONT (2 Vols.)**

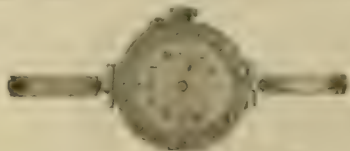
By **MURHEAD BONE**

Reveals the havoc of warfare in true perspective and with realistic force.  
Of all Booksellers 15/- net each volume, or post free 15/- from the Publishers—  
George Newnes, Ltd., 5-11, Southampton Street, Strand, London, W.C.2.



*Christmas in the Shops—Continued.*

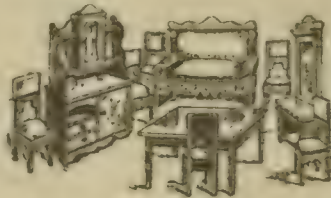
A name under which watches always go right is that of Sir John Bennett. At this famous house, 65, Cheap-side, and 105, Regent Street, watches have been a special cult for many a decade. A Christmas present to give great joy is a jewelled wristlet watch—such a one as we illustrate, of platinum set with diamonds. Nowadays the prices of watches have soared with that of other essential things. Those at Sir John Bennett's are worth all they



A VICTORY GIFT.—Sir John Bennett, Ltd.

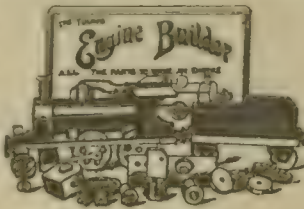
cost, and those who know best are well aware that cheap watches are poorer investments now than ever; buying them is simply spending good money on poor trash. There is a fine selection of rings at this house; the value in these is also exceptional, and the variety great in price as in style. There are brooches of all kinds, none in greater favour than those of pearls, now a very pet gem with ladies. There is no kind of jewellery which cannot advantageously be purchased at the house of Sir John Bennett.

No one who knows the ropes neglects a visit to Gamage's at this time of year. The great house in Holborn is massed with attractions for people of all ages. For the children this year it is specially delightful, for there is a lifesize panorama most realistically painted of the travels of Gulliver. He is seen in all the most exciting episodes of his fascinating life. Whether it is Gulliver landing in Lilliput land, being interviewed by the little Emperor, or making a square meal of twenty cart-loads of rations and ten cart-loads of wine, he is a delight to the youngsters—and to the oldsters too. Then there is a model of Lilliput town, with great Gulliver himself lowering over it. The toys are most



DOLL'S FURNITURE.—Gamage's.

fascinating, and include many of primary scientific interest. There are model aeroplanes, a peace bird which moves its head and wings, clockwork toys, games, dolls, shops, books, silver, leather, cutlery, necessities for sports, accessories for games in the open—in fact, Gamage's is a compendium of all you want for everything in the way of giving pleasure at Christmas.



ENGINEERING TOYS.—Gamage's.

Favourite advice colloquially given is "Keep your hair on." Literally, it is not so easy to do, especially through years of strain such as those we have passed. With some help the scalp will, however, keep the crop growing; the help to give is the use of "Tatcho." It is the true nourisher of hair, and gives it back its gloss and look of health and vigour. Even wee children love to be "Tatchoed," and it is good for their hair as for that of their elders, and induces a growth invaluable in after life. A good, vigorous brushing with "Tatcho" ensures a good crop of hair; therefore, a bottle or two of it is a good Christmas gift, and at present a 4s. 6d. bottle can be purchased for 2s. 9d.

There is a place where quite uncommon Christmas presents can be purchased; it is in Ireland, and in the loyal North. The White House, Portrush, has long been favourably known for its Irish friezes and homespun, its pretty bog-oak and spar ornaments, and its lovely Belleek ware.

The latter is rare now, for the works have been—and probably are now—closed. The White House sends from this Atlantic-bound town all over the world things of reliably Irish manufacture. Hand-knit stockings and socks, hand-woven tweed, hand-knit coats and caps—all make highly acceptable gifts, and all can be had of the best at this establishment. Woollen coats are knitted from good Irish yarn. Our men having still to

bear the rigours of winter weather will be grateful for hand-knit socks from this well-known establishment.

Christmas will be a festive season this year, and women will all want to look their very best. The way to Mrs. Eleanor Adair's salons, at 92, New Bond Street, will be freely taken by the wise of the majority sex. She is a great facial specialist, and a few treatments under skilled hands in these salons will work wonders. If these are not possible because of living at a distance, there are the world-famous Ganesh preparations and appliances for home use, which will effect wonderful results.

To preserve the temper and to save time are two good services. A Christmas gift that helps in both these ways is the Valet Auto-Strop Safety Razor. It strops itself automatically, as its name suggests; and is always ready and of keenest edge to perform its daily task smoothly and efficiently. Men campaigning found it a faithful companion; and now that they are entering civil life again, and more than ever regardful to turn out well-shaved and spic and span, this razor will be more desirable than ever. The Auto-Strop Safety Razor Company, Ltd., supply it in various convenient and



WHAT A MAN LIKES.—The Auto Strop Safety Razor Company.

attractive forms, and application to them at 61, New Oxford Street, W.C., will secure an illustrated booklet. Men are specially pleased with this gift, whether at home or abroad.

(Continued over next)

## AN ELEGANT SIDEBOARD AT HARRODS



*The Sideboard comes second to none among the essentials of Dining-room Furnishings and should be selected with corresponding care. In Harrods Galleries you will find a most distinguished choice of Sideboards, some of modern design, and others reproductions of fine period pieces. Be advised to pay an early visit.*

HARRODS Ltd

Woodman Burbidge Managing Director

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# The Acknowledged Leader

among  
Hand-Made Cigarettes.



The most perfect hand-made  
Virginia cigarettes ever produced.

25 for  $1/8\frac{1}{2}$   
50 for  $3/5$  100 for  $6/10$

To be obtained of all High-class Tobacconists.

ALEXANDER BOGUSLAVSKY, Ltd., 55, Piccadilly, London, W. 1.

## MODEL FUR COATS

MADE by our own Furriers  
from sound and reliable  
skins. The garment illustrated is  
a typical example of the value we  
are offering in our Fur Department.

HANDSOME MODEL FUR  
COAT, of pure quality Persian  
Lamb, with collar and cuffs of  
selected Natural Beaver Skins.

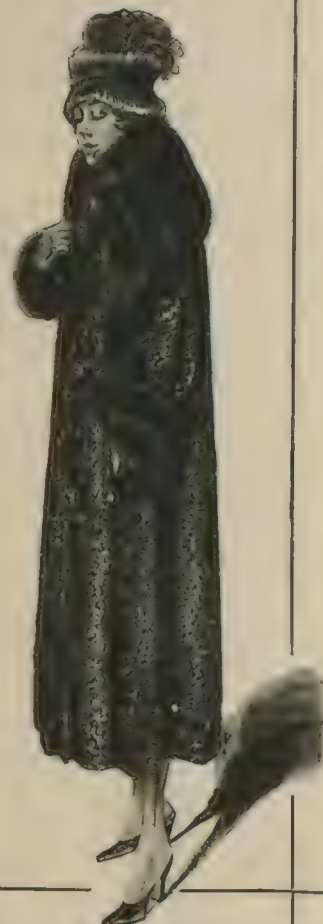
This Coat can be copied in Sea-  
dyed Musquash, and Sable dyed  
Kolski.



No. 540.  
PURE LINEN TABLE DAMASK.  
Thistle Design. Fine Quality  
Clothesize: 2 by 2 yards, 38/9 each  
2 - 28 - 48/9  
2 - 30 - 53/-  
2 - 31 - 64/-  
2 - 4 - 73/6  
24 - 2 - 59/6  
24 - 3 - 72/-  
Nankins to match  
27 by 27 inches, 55/- dozen

**MARSHALL &  
SNELGROVE**  
VERE STREET AND OXFORD STREET  
LONDON W 1

NOTE.—This Establishment is  
closed on Saturdays.



Smile—It's Worth While.



"Jack's the Boy."



"Little So-Shy."



"Little So-Shy."

## CHEERY THOUGHTS AND SWEET GOOD-WILL

These little folks are just the very thing to convey your  
good wishes and kind thoughts this Festive Season.

The VALENTINE SERIES of  
MABEL LUCIE ATTWELL  
CALENDARS  
AND  
MABEL LUCIE ATTWELL  
TOY BOOKS

IDEAL CHRISTMAS PRESENTS AND  
NEW YEAR GIFTS FOR EVERYONE.

You can have no idea from these sketches of the  
exquisite fantasy of the outline and colouring of these  
quaint little folks. Their charm is irresistible. MABEL  
LUCIE ATTWELL, whose fame as a delineator of children  
is world-wide, has excelled herself in their design.

Stocked Everywhere.—Ask to See Them.

CONSTRUCTED TO PACK EASILY FOR POST.  
Calendars 1/- each. Toy Books 1/9 each.

**VALENTINE & SONS,  
LTD.**  
Fine Art Publishers,  
LONDON 19, IVY LANE,  
PATERNOSTER ROW.  
DUNDEE WESTFIELD  
WORKS.

## DAINTY DANCE FROCKS

Of exclusive design. Made in our  
own workrooms from rich quality  
materials and designed on the lines  
of the latest Paris models.

DANCE FROCK, with simple bodice of  
rich quality flowered gold or silver tissue,  
daintily finished with point and tassel. Full  
Vandyked skirt of silk net with under petti-  
coat of fine lace. In black and a few good  
colours. Price

10 $\frac{1}{2}$  Gns.

Cannot be sent upon approval.

LADIES' CHAMOIS  
LEATHER GLOVES.

Maggie sewn black, 2 pearl  
buttons. In white and  
natural. Guaranteed to  
wear and wash well.

NOTE.—This Establishment is  
closed on Saturdays.

**Debenham  
& Freebody.**

Wigmore Street,  
(Covendish Square) London, W. 1.

Famous for over a Century  
for Taste, for Quality, for Value





**Christmas in the Shops—Continued.**

A useful present to those coming home, those still on service, or friends wherever they are, is a Swan Fountain Pen. They are so easy to send through the post, and



A GIFT FOR A FRIEND—Mable, Todd and Co., Ltd.

they so surely suggest a think-of-me idea that they are specially suitable Christmas gifts. A variety of them can be seen at Mable, Todd's, 79 to 80, High Holborn, or at any stationer's. Each pen is fully guaranteed, and the gold nib will be changed until the owner is suited. No more acceptable gift can be offered than a Manifold or a Posting Swan Fountain. It is a willing servant and a steady friend, and so is greatly valued.

There are few things so reminiscent as perfume. A present of a familiar and a delicious perfume is, therefore, a subtle and a most acceptable compliment. "Wana-Ranee," the perfume of the Flower Island of Ceylon, is one that makes strong appeal because of its haunting Oriental character. It is one of the many successes of J. Grossmitt and Son, New City Street; and such favour did it quickly attain that a series became necessary, following the scent scheme through the whole toilet—hair-lotion, toilet-water, face-powder, dental cream, soap, cachous, sachets, brillantines, and bath-crystals.

A DELIGHTFUL PRESENT.  
J. Grossmitt.

All agree that nothing is more indispensable for a healthy, bright, sweet home than that champion cleaner and germ-chaser, Scrubbs Cloudy Ammonia. Therefore has it a place in our Christmas preparations, for Christmas is a real Home Festival, this year more than ever. The joy of men who have been far worse than homeless through over four years over a bright, clean, British one can hardly be imagined.

Necessaries have been most acceptable gifts since war began, and continue to be so. No more welcome Christmas gift could be sent than a parcel of United Kingdom Tea Company's tea, coffee, or cocoa. Restrictions as to tea quantities are now raised; they still obtain as to registration. This company's delicious tea is always received with enthusiasm.

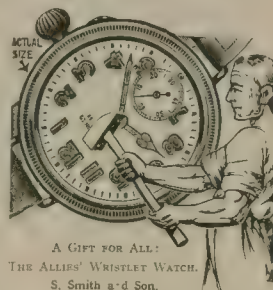
Parcels of all sizes are sent; and the secretary of the company, at 1, Paul Street, E.C. 4, will gladly send any information as to prices, postage, and regulations.

A pearl necklet is an ideal gift to a girl at any time; specially is it so this Christmas, for the pearl typifies peace and purity. A Ciro pearl necklet complete in a case for a guinea is a wonderful thing, because it compares with the finest pearls of the Orient, and equals them in sheen, colour, weight, and beauty. It is, of course, possible to pay more for such pearls, but no one but the payee will derive any satisfaction from that fact. He or she will feel the reverse of satisfaction when they find a Ciro necklet appreciated equally to a real one for which they have paid five, or it may be ten, times as much. Ciro pearls mounted as rings or ear-rings with platine, costing always just one guinea, also make lovely gifts. Of their popularity with the recipients no givers need be in doubt.

WHAT EVERY WOMAN WISHES:  
A CIRO PEARL NECKLET.

For variety and value in Christmas presents Messrs. S. Smith and Son, of Trafalgar Square and 68, Piccadilly, W., have earned a widespread reputation, and add to it year by year; for, owing to their large pre-war stocks, there has been little difference in their prices of leather, silver, and plated goods during the four years and ninety-nine days of the terrific struggle. There are watches in great variety, for wrist and pocket, from 30s. to £250; there are many and most beautiful riags, and these are very favourite Christmas gifts; pendants, brooches—including badge-brooches, more popular than ever now that our Army, Navy, and Air Service have won out;

pigskin cigarette-cases, Treasury-note cases, purses, and photo-cases—all make delightful presents. The Allied Watch-Wristlet is a speciality of the firm which assures its own welcome everywhere. Dust and damp proof, and fitted with unbreakable glass, it costs £5 5s.; or, with hinged case, £3 3s. Prices throughout are surprisingly moderate.

A GIFT FOR ALL:  
THE ALLIES' WRISTLET WATCH.  
S. Smith and Son.

To deserve and obtain real deep-seated gratitude for a Christmas gift, thought must be expended upon it. Few things have been so deeply and carefully thought out as the rest-chairs of Messrs. J. Foot and Son, 171, New Bond Street, W.1. The "Burlington" chair, which is here illustrated, is the last word in comfort and convenience. It can be adjusted by the merest touch of its occupant to any change in position. It is a marvel of ease from the soft, elastic springs used and the excellent upholstery. Gratitude will be felt to all who give such a rest-chair as a Christmas present.

FOR EASE AND COMFORT AT CHRISTMAS: THE BURLINGTON CHAIR.  
J. Foot and Son.

# GLOBÉOL

## The Ideal Tonic.

**Anæmia,  
Convalescence,  
Neurasthenia,  
Debility.**

Hastens

Convalescence

Increases Vitality

Forms Blood, Muscles and Nerves

Take a Course of Globéol!

**Medical Opinion:**

"I can state positively that Globéol considerably curtails the period of convalescence. Generally speaking, it may be said to represent the standard specific for all diseases due to poverty of blood. It is a first-class tonic, and, unlike other agents of this nature, its action is constant. This is why we prescribe Globéol to a great number of our patients, inasmuch as this medicament presents no contra-indication, and is an effective means of combating poorness of blood."

Dr. ETIENNE CRUCÉANU, late "Interne" of Paris Hospitals.

Price 5/- per bottle. Prepared at Chatain's Laboratories, Paris. Obtainable from all Chemists, or direct, post free, 5/3, from the British and Colonial Agents, HEPPELLS, Pharmacists, 164, Piccadilly, London, W. 1, from whom also can be obtained, post free, the full explanatory booklets, "Scientific Remedies" and "Treatise on Diet."

# URODONAL

## The triumph of Modern Science.

**Medical Opinion:**

"The principal indication in the treatment of arterio-sclerosis consists first of all in preventing the birth and development of arterial lesions. During the pre-sclerotic period, uric acid being the only factor causing hyper-tension, it is therefore necessary to combat energetically and frequently the retention of uric acid in the organism by the use of URODONAL."

Professor FAIVRE,  
University of Poitiers.

"URODONAL is an ideal agent in the hands of the physician in all cases where there is reason to fear the retention of oxalic acid, as URODONAL eliminates this poison as quickly as possible, and thus safeguards the patient against the harmful effects of this form of intoxication."

Dr. BIROUFEAU,  
Late Physician to the Colonial Hospitals, Officier de la Légion d'Honneur.

**URODONAL  
DISSOLVES  
URIC ACID**

**Gout,  
Gravel,  
Arterio-Sclerosis,  
Rheumatism,  
Acidity,  
Obesity,  
Sciatica,  
Neuralgia,  
Calculi.**

URODONAL prices, 5/- and 12/- Prepared at Chatain's Laboratories, Paris. Can be obtained from all chemists and drug stores, or direct, post free, 5/6 & 12/6, from the British and Colonial Agents, HEPPELLS, Pharmacists and Foreign Chemists, 164, Piccadilly, London, W. 1, from whom also can be had, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

Agents in Canada: ROUGIER FRERES, 63, Rue Notre Dame Est, Montreal, Canada.  
Agent in U.S.A.: GEO. WALLAU, 2, 4, 6, Cliff Street, New York, U.S.A.

Agent for Australia and New Zealand: BASIL KING, Malcom Building, Malcom Lane, Sydney (Box G.P.O. 2250).  
Sub-Agents for India, Burma and Ceylon: G. ATHERTON and CO., 8, Clive Street, Calcutta.





## THEY STARVE —and WONDER

The Children of Belgium  
need immediate assistance.

AMONG all the nations battling for the great cause of humanity none has suffered more terribly than our gallant ally Belgium. Throughout the four long years during which their country has been overrun and wantonly devastated by the enemy, the plight of her people—men, women and children—has been almost indescribable.

No words can ever express the gratitude the world owes to that brave race who, in 1914, when the whole of civilisation was at stake, were the first to hurl themselves fearlessly into the breach, and by so doing lost everything save their soul.

### How All can Help.

One of the greatest anxieties throughout these terrible days is the welfare of the young children of Belgium. To keep them from literal starvation the "Working Men's Belgian Fund" were appointed delegates for a children's fund under the presidency of H.S.H. Princess A. de Ligne. This branch sends sick and debilitated children from Belgium to various hostels established by the Fund in Holland, where they are fed, clothed, and medically cared for until restored to health.

To carry on this most necessary work funds are urgently needed, and all subscriptions and donations will be most gratefully received. Remittances should be addressed to the Hon. Treasurer,

**BELGIAN CHILDREN'S FUND,**

c/o "WORKING MEN'S BELGIAN FUND,"

Working under the patronage of H.E. the Belgian Minister,  
Em. Van der Smissen, and registered under the War Charities Act, 1916.

32, GROSVENOR PLACE, LONDON, S.W. 1.



"I must apologise for being late. Both laces broke and not another in the house."  
Hostess: "Why don't you ask always for Hurculaces?"

**Hurculaces**  
GUARANTEED  
BRITISH MAKE

Hurculaces are the ideal  
laces for boots or shoes.

The smarter the footwear the more imperative the use of HURCULACES, for it is not in appearance only that they excel—they prove their value in actual wear.

Supplies are rationed, so if you cannot obtain at once ask for a supply to be reserved for you; they are well worth waiting for.

Stocked by high-class Drapers, Outfitters, and Bootmakers.  
Manufacturers: Faire Bros & Co., Ltd., Leicester.



Princess Eugenie Cristoforo-Palaeologue, Lady Collins, Lady Sykes, Lady Powell, Commander T. Wolfe Murray, Colonel Bagot-Chester, Colonel Perry are, amongst hundreds of Society leaders, grateful users of Mr. Geo. R. Sims' wonderful hair-grower Tatcho. What Tatcho has done for them, it can and will do for you.

### A DOCTOR'S TESTIMONY.

Dr. Edward E. Phillips, L.R.C.P., M.R.C.S., London (retired), ex-Mayor of Bath, Alderman and J.P., writing from Sydney House, Sydney Gardens, Bath, states: "I am taking this opportunity to say a good word for Tatcho. I have used it for years, and I feel sure it has been of the greatest value. Although I am getting aged I have a fair crop of hair left. I have recommended Tatcho to many others, and all have been satisfied. This is an unsolicited testimonial, and I give it entirely 'off my own bat.' You are at liberty to make use of this. Anyone may refer to me. I assure you I have never given a testimonial of any kind before."

Doctors know that premature loss of hair is due to infective germs. They will tell you that ordinary lotions, pomades, and brillantines are more likely to harbour and encourage the germs than destroy them; and that if you really mean to save your hair while there is time, you must use Mr. G. R. Sims' Tatcho—the genuine, the rational hair remedy. For Tatcho contains a powerful bactericide which exterminates hair germs. Its scientific formula also includes the valuable constituents which feed and nourish the hair, and stimulate it to a more luxuriant growth.

Tatcho is a clear, spirituous preparation, the colour of whiskey, free from all grease. A few drops rubbed in each morning work marvels on the neglected head of hair. After Tatcho has done its work, nothing but the Tatcho Hair Health Brush should be used.

**TATCHO**  
The HAIR GROWER

A 4/6 bottle for 2/9

SPECIAL TATCHO COUPON.  
THE TATCHO HAIR HEALTH BRUSH FREE.

In order to prove the superlative merits of Tatcho, the Company, inaugurated under the auspices of Mr. Geo. R. Sims, has set aside for trial purposes 250,000 4/6 bottles of Tatcho for 2/9, and 50,000 Tatcho Hair Health Brushes, the latest scientific achievement in hair-brush construction. The cost of this unique brush is 3/6, but one will be sent free when six bottles of Tatcho are ordered for family use, or for distribution amongst applicant's friends. Each bottle of Tatcho bears the following personal guarantee:—

"I guarantee that this preparation is made according to the formula recommended by me."

*Geo R Sims*

Get your Chemist, who is authorised to do so, to supply a 4/6 bottle for 2/9, or will be mailed from the CHIEF CHEMIST, TATCHO LABORATORIES, Kingsway, London.

Chemists and Stores everywhere.  
1/3 and 4/6.







## A Woman's Worries

By ESTELLE.

IT was a charming garden in which to spend a brief holiday. Michaelmas daisies and late roses steeped themselves in the autumn sunshine, and a robin's song sounded in the apple-tree. The clamour of the munition factory seemed very far away.

A quarter of an hour passed drowsily. I woke to find Isabel, looking cool and delicious in a white frock, standing beside me.

"You pretty creature," I said, "sit down and let me have a look at you. You can't think what a joy it is to see you looking so sweet and nice. One cannot preserve their appearance in a shell-factory."

"I am not so sure," said Isabel. "Certainly T.N.T. and things must be rather distressing, but that is not the only work that is telling on the looks of our sex, my dear. Most girls who are on the land, or motor-driving, get dreadfully sunburnt, and the hair of many V.A.D.'s is a thing to weep over. Always wearing a veil ruins one's hair."

"Always wearing a cap at the factory is certainly spoiling mine," I said ruefully. "I was never a beauty, but I had rather decent hair. Now it's getting very grey and thin, and I simply haven't the time to wave it and make it look respectable."

Isabel stared at me in charming dismay. "Dreadful," she exclaimed, shaking her head so that the sun glinted on her own rippling, burnished hair. "This is, indeed, a minor horror of the war. I do hope women will not sacrifice their charm as well as everything else in doing their bit. There is no necessity for anything of the kind, and if you will let me talk without interruption for about ten minutes, I think I can show you that usefulness and ugliness are by no means inseparable."

She leant back in her chair, and as she spoke, I noted the clear whiteness of her skin, the beauty of her hands and nails, the long dark lashes that gave shadowy charm to her eyes and contrasted so well with her fair, wavy hair.

"This war," she began, "is making us find out what is essential and what isn't. We have wasted time, and we've got to work doubly hard to make up for it; that is why you and I have spent five hours to-day in thinning out turnips, instead of lounging in cultured ease. Nevertheless I keep a thick hedge round my kitchen garden, and a few beds filled with flowers and not with onions, because when Jack comes back, he likes to see this place looking as he remembers it. Also I like to look as nice as possible without spending much, because he appreciates it. Last time he came back"—she smiled rather shyly—"he said I looked 'worth fighting for!'"

"You do," I interposed heartily.

"Well," she resumed, "hard work is certainly bad for one's appearance, and women are realising, to their dismay, that the pre-war methods of soap-and-water followed by a dabbing with some cheap face cream, and an application of powder—methods which sufficed when one led an easy, sheltered life—are not enough to counteract the real strain put upon the skin by strenuous outdoor work. That kind of thing will not prevent you from burning and chafing when you are out all day in strong sun or wind. I have suffered agonies myself from 'freely applying' a so-called 'soothing and healing' cream to an already smarting skin. However, I am free of all complexion worries now. When I first took up gardening I got dreadfully sunburnt. I cured it by using mercurised wax; even our village chemist sells the blessed stuff. I cover my face and neck with a thin layer of the wax, which absorbs the old skin invisibly and painlessly, leaving the fresh new skin exposed. It's only hastening Nature's way, of course."

"I used to think powder was indispensable. But the extravagance and waste involved in using powder made me think. Now I use a simple but very effective home-made lotion of clemantine and water that gives the bloom of powder, and remains all day. Think of the joy of not having to worry perpetually as to whether one's nose is shiny or not. Moreover, clemantine is good for the skin, and is a marvellous protection against all weather."

"Your skin is lovely enough," I said. "though I'm afraid nothing would improve mine. I wonder, though, if you could recommend something for my hair?"

"I can," said she, "but I wish you'd try my complexion treatment first. As to your hair, this is my suggestion: Come round to the chemist after tea and we'll get some stallax. I'm running out of supplies, so if you like, I'll split an original packet with you, and you can try it. Before you shampoo your hair with it, rub a little olive oil into your scalp, as washing always dries the hair. Stallax is by far the best shampoo I know. Then I'll make you up a tonic—no, it's no secret—just boranum and bay-rum. As to waving, hot irons have most disastrous effect; besides, those hard, regular waves they put in at hairdressers' aren't really becoming to anyone. Silmerine is a very pleasant liquid, and you can regulate the waves so as to suit your features. I myself prefer a slight ripple, and I get it by damping my hair with silmerine, and leaving a slide in. There, what do you think of me as a beauty specialist?" she ended, laughing. "Here's tea, so let's turn to brighter subjects."

"I guess I'll try some of your notions," I said, as we were having tea in the garden.



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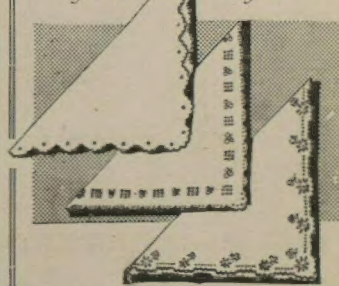
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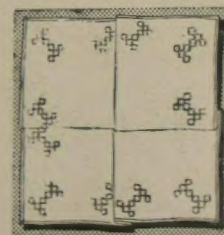
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£174 14s. 5d.; total, £656 6s. 5d. Even then the cost of the car is £200 above the pre-war figure.

### The Exchange Value Lower.

The *Autocar*, after traversing the whole question of price at considerable length, proceeds to point out that, even though cost will be high in pounds sterling, the car will really be a cheaper product on an exchange basis than it was before the war. The reason for this is that the pound sterling will not have the same purchasing value. In the case of what we may call material exchange, the example can be taken of the man who makes cheese. Before the war, let us say he received 10d. per pound for his cheese. If he bought a £500 car, it is clear that he would be exchanging 12,000 lb. of cheese for his car. Now, taking the post-war cost of the same car to be £650 and the price of his cheese at 1s. 8d. per pound, he would only be giving 7800 lb. of cheese for it. *Ergo*, his car really has cost him less than it did before the war.

Again, taking the case of the man who exchanges brains and time for money, wages and salaries have increased by approximately 50 per cent. all round, so that the man who received £1000 a year for his time should now be receiving £1500. Therefore, he exchanged six

months of his time for his £500 car in 1914, whereas, on the £650 price basis, he has only to work for 5½ months in exchange for his car. Summing up a very interesting series of arguments, the *Autocar* arrives at these conclusions—

"(1) The price of the early post-war car in pounds sterling must be materially higher than the price of the corresponding pre-war car.

"(2) The price in pounds sterling will gradually decrease until the old level is reached, and finally will drop below that level, but this process must take five or more years to complete.

"(3) Even though the price of the early post-war car in pounds sterling may happen to be high, the post-war car will, in fact, be cheaper than the pre-war car from the very first, because, if the transaction is viewed as an exchange of commodities, the advantages, as against the old state of affairs, are in practically every instance on the side of the purchaser."

### Petrol Restrictions—Further Concession.

The Automobile Association is informed by the Petrol Controller that the concession recently announced, permitting petrol licence holders on and after Dec. 1 to use their vehicles of any type for all purposes within a

radius of thirty miles of the place of residence or business of such licence-holders, will apply to motorists who do not hold current petrol licences.

Petrol properly obtained and stored under old licences can be used in accordance with the new arrangements; but in those cases where petrol has not been obtained under licence it will be necessary to inform the Petrol Control Department how the fuel was obtained. If the information given is satisfactory, the Controller will issue a special permit authorising such unlicensed petrol to be consumed. The Automobile Association will assist motorists in obtaining such permits.

W. W.

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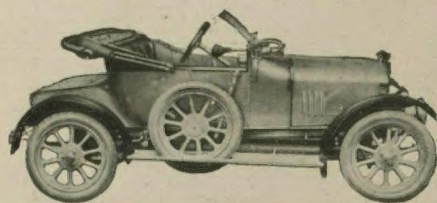
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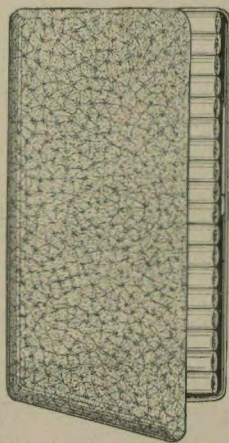
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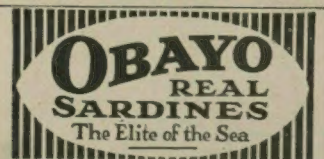


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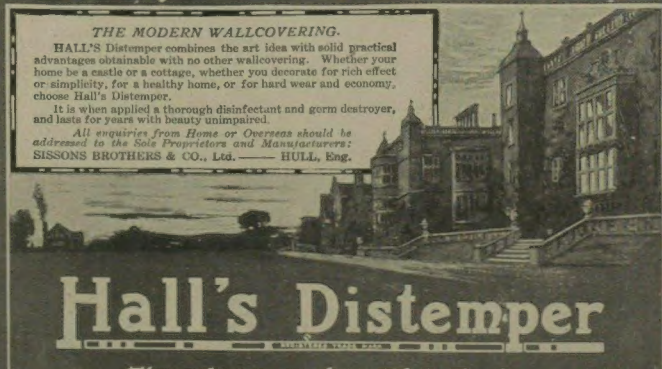
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